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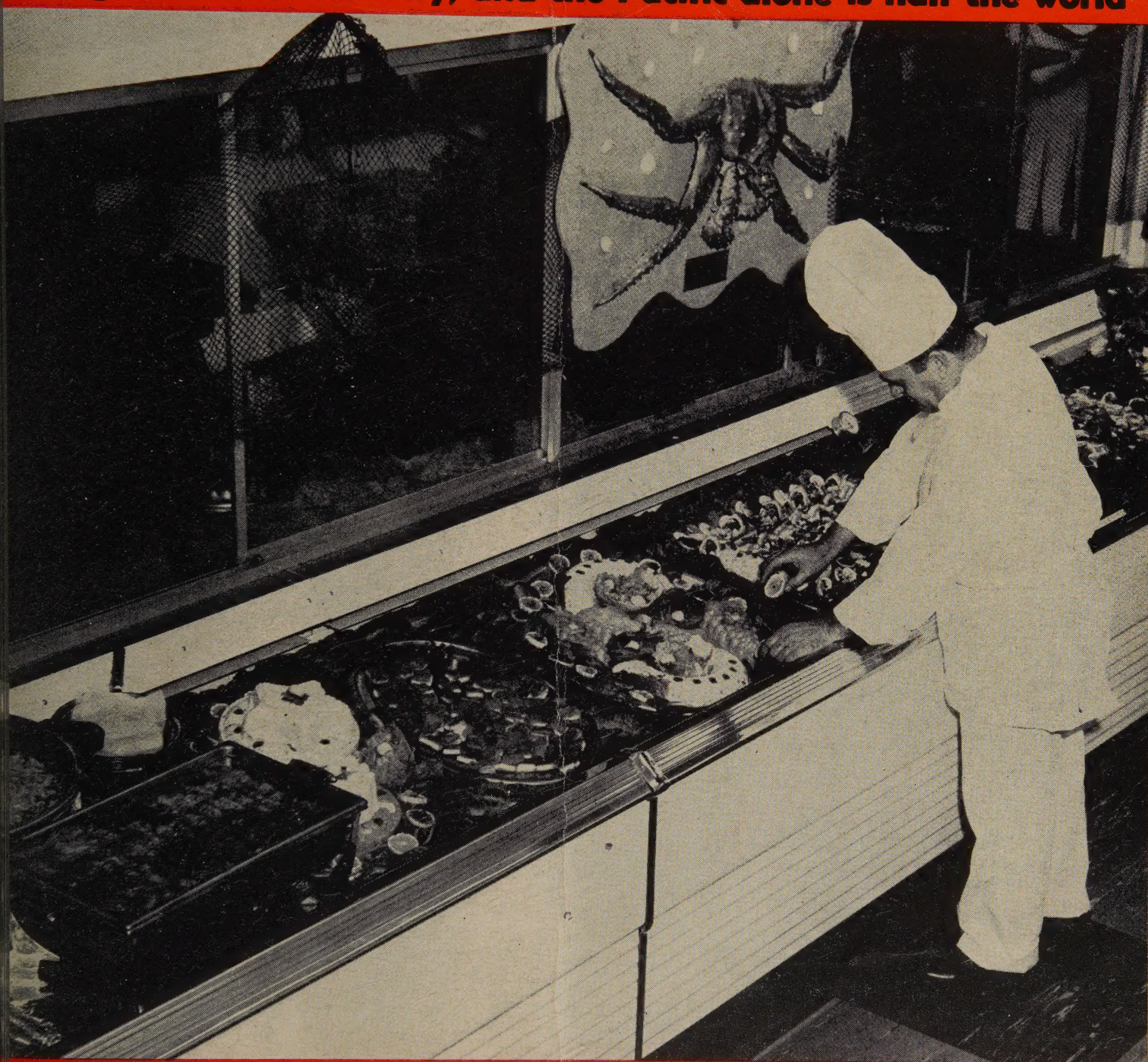
FISH & WILDLIFE SERVICE

PACIFIC FISHERMAN

14 Million Cases Of U. S. Tuna....p7

Boat Building in Ground Swell...p19

Fishing is a world industry; and the Pacific alone is half the world



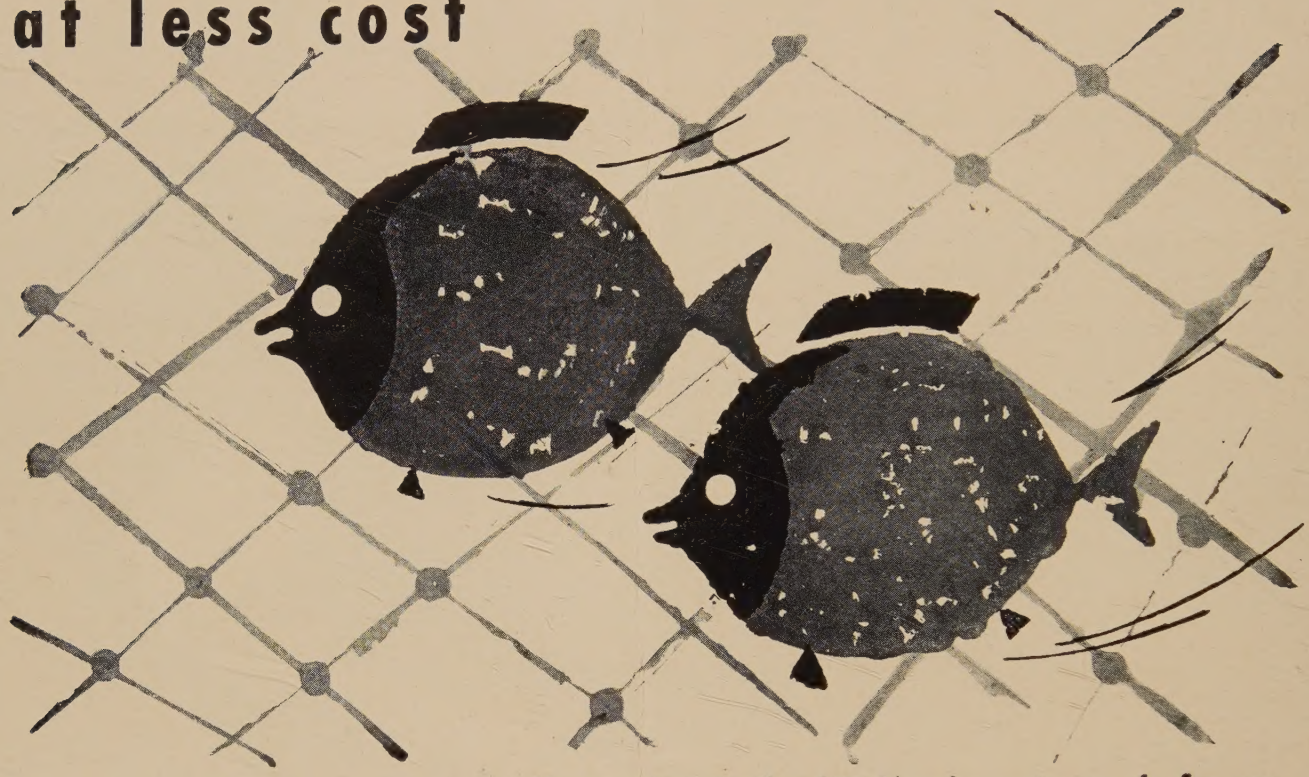
PRE-LENTEN PROMOTION

This Seafood Buffet, arranged by a new Safeway Bay Shore Store in Alameda, Calif., complimented the Alameda Council of Parent-Teachers Association as part of the program sponsored by National Fisheries Institute.

A MILLER FREEMAN PUBLICATION

Toray®

Amilan 100% nylon nets give you bigger catches at less cost



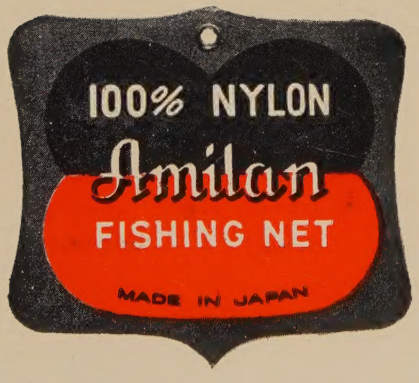
Here's what Amilan 100% nylon nets can do for you

They'll save you drying, preserving and spare net costs because they can stay in sea water for years without rotting, molding or mildewing. You can fish longer, more often, at greater distances.

They'll save you labor and fuel costs because they're light and easy to handle, absorb little water.

They'll save you repair and replacement costs because they're twice as strong as cotton, with 10 times the abrasion resistance.

They'll give you bigger catches because they're transparent and elastic.



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PUBLISHING OFFICE

Portland 5, Ore.
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Our Fifty-Seventh Year— FEBRUARY, 1959 Vol. 57 No. 3

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Lent Brings Obligation As Well as Opportunity

● Ash Wednesday opens Lent February 11, and with it the annual special sales opportunity for the American fishing industry and those who sell its products.

Actually Lent means a lot more than just a period of stepped-up demand for fish.

It is a solemn season of fast and religious observance for millions of people throughout the world. Other millions of other faiths voluntarily assume the fasts of the Lenten season as a personal spiritual acknowledgement.

Lent lays an obligation upon the fishing industry and its merchants, along with the opportunity it grants them. This is an obligation to provide *good* fish, and nothing but good fish; to handle it carefully, display it attractively and merchandise it intelligently.

Theirs is a responsibility to see that the opportunity which comes from the religious observance of millions is not abused.

Honest fish, honestly and smartly sold has zest and value which can extend Lent far beyond its 40 days and let its effect in increased trade last throughout the year.

The fast which is as attractive and satisfying as the feast, itself can be the feast when Lent is past.

World Fish Boat Meet Due in Rome April 5-10

Second World Fishing Boat Congress will be held in Rome, Italy, April 5 to 10, attracting naval architects and builders specializing in this kind of marine construction from all parts of the world.

Chairman of the Western Hemisphere Committee of the Congress is H. C. Hanson, Seattle naval architect, who will attend the congress. He is also chairman of the Congress Executive Committee.

The Congress, which is sponsored by the Food and Agriculture Organization of the United Nations, will be devoted particularly to discussion of Fishing Boat Safety-at-sea, Development, Production, Standardization and Research.

F.A.O. is also sponsoring a World Scientific Meeting on the Biology of Sardines, to be held in Rome September 14-21.

Fisheries Technologists To Meet in California

For the first time in the 10 years of its existence as an association, Pacific Fisheries Technologists will meet in California, at the Hotel El Dorado, Sacramento, March 22-25.

Five half-day scientific sessions are scheduled, with topics including "Tuna Industry Problems", "Methods for Evaluating Freshness in Fish", "Advances in Fish Oil Research".

President of the Technologists is Dr. H. S. Olcott, Department of Food Technology, University of California, Berkeley; and secretary is Dr. W. D. Brown, Davis, Calif.

engine power
BY CATERPILLAR

Now! A new marine gear to deliver Cat D397's full available power

Caterpillar now offers and manufactures a new marine gear matched to the Cat D397 Marine Engine. This gear was designed by a well-known leader in the marine gear industry specifically for manufacture by Caterpillar Tractor Co.

Now the new Cat-made No. 3181 Marine Gear, used with the D397 (Series D) Diesel Engine, assures you of an all-Cat marine power plant—*one* source of responsibility, *one* manufacturer backing the warranty. Here are other important advantages.

1. It takes *all* the horsepower the engine will produce at the flywheel, delivering maximum usable power to the propellers.

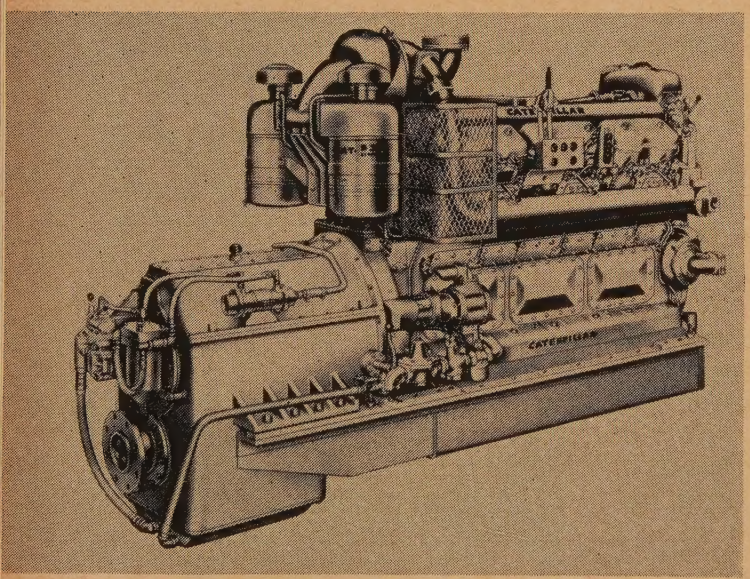
2. It was designed with reserve capacity at a new, lower price with *you* in mind.

3. It was field tested for more than 4,000 hours in the towboat *Iron City* operating on the Ohio River during 1957.

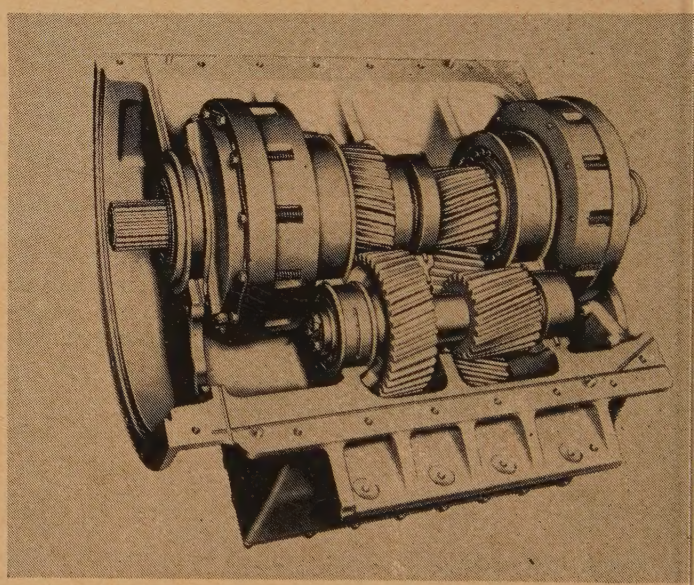
4. It is designed for equally long life when operating with either right- or left-hand propellers regardless of engine rotation — full power for reversing over indefinite periods.

5. Standard 3.68:1, 2.40:1, 3.03:1 and 4.38:1 gear ratios are available. And the No. 3181 is equipped with hydraulically actuated and lubricated forward and reverse clutches for finger-tip control.

For more information about Cat's new *complete* engine-gear package, phone your nearby Caterpillar Dealer. Also, send for the free booklet, "Full Power All the Way," which describes the new Cat No. 3181 Marine Gear in more detail. Address your inquiries to Marine Dept., Engine Division.



Shown with the new Cat No. 3181 Marine Gear is this Caterpillar D397 (Series D) Marine Engine rated at 500 continuous HP at 1,225 RPM. This complete power package made by Cat means fewer problems for you.



The No. 3181 Marine Gear shown with top half of housing lifted, to allow removal of gears and clutches without detaching gear from the flywheel housing — or interfering with alignment.

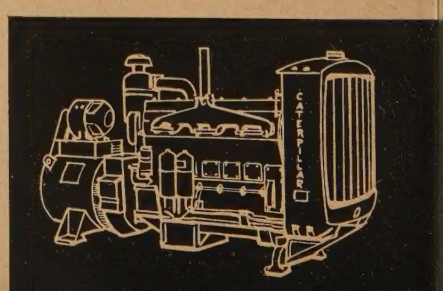
Engine Division, Caterpillar Tractor Co., Peoria, Ill., U.S.A.

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

Caterpillar builds the No. 3181 Marine Gear at its Peoria, Illinois, Engine Plant—warrants the complete power package.

The Caterpillar Dealer Engine Specialist knows marine power problems. He's backed by skilled factory-trained servicemen and well-stocked parts depots.

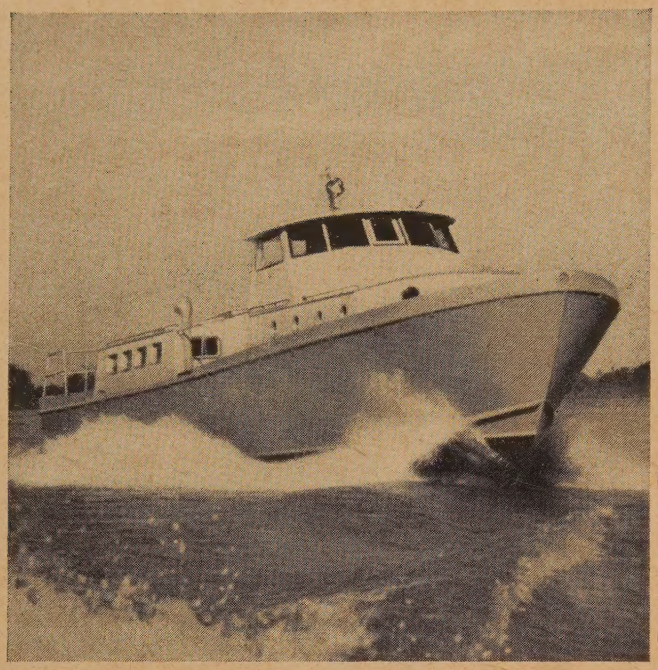
Caterpillar Electric Sets for marine auxiliary power are dependable, easy to operate and need little electrical equipment.



Made under Pat. No. 2,737,503

New, lower prices on the best float around! Check your supplier now on the 17 sizes and shapes available for purse seining and gill netting. The B. F. Goodrich Company, 545 Derby Place, Shelton, Connecticut.

B.F.Goodrich ***Spongex seine floats***



Monel helps keep this sea bus "on schedule"

She's a crew boat for the oil industry, powered with a pair of husky GM Diesels . . . top speed — 27 MPH. This 55 ft. launch carries a crew of 16 to offshore Venezuelan oil fields. And to assure top performance, to keep "downtime" to a minimum, her builder, the Sewart Seacraft Co. of Berwick, La., equipped her with two Monel* nickel-copper alloy shafts.

Monel alloy is extra tough, extra hard, extra strong. It withstands severe shocks, reduces breakage. It resists wear and can handle higher horsepowers safely. The excellent corrosion resistance of Monel alloy adds years of dependable service to the life of propeller shafts.

Monel lasts longer in shafts — lasts longer in other marine equipment, too: fuel and water tanks, galley equipment, rudder stocks—in all fittings and fastenings subject to excessive wear and corrosive attack. Ask your local distributor to fill in all the details.

*Registered trademark

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street — New York 5, N. Y.

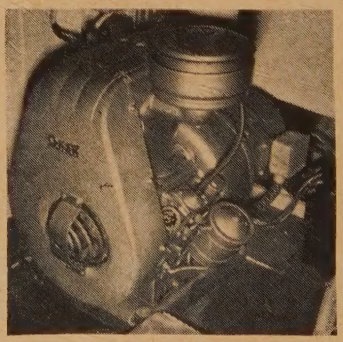
INCO TRADE MARK

MONEL
THE SEAGOIN* METAL

ELECTRIC PLANT
NEWS

Salmon boat Yankee specifies Onan Diesel plant for radar

The *Yankee*, together with two other purse-seiners of the same design built by Bellingham Shipyards Company, are Onan Electric Plant-equipped. The Onan plant is Model 3DSP-1R, a single-cylinder, air-cooled Diesel engine powered unit of 3,000 watts capacity, 115 volts, 60-cycle. This reliable unit meets the rigid demands of radar service for continuous operation, uniform voltage and utmost dependability. Air-cooling eliminates plumbing problems, simplifies installation. Extra-large bearings, Stellite-faced exhaust valve, solid Stellite valve seat insert and rugged construction assure long service. When you replace your electric plant or buy a new craft, specify an Onan "fleet proved" electric plant.



Compact, quiet, smooth operating

Photo at left shows the *Yankee* installation. The model shown, like all Onan generating plants, has engine and generator direct-connected. No belts or couplings to cause trouble. Alignment is permanent; vibration reduced. The Onan-built generator is specially insulated for all-climate use.

The Onan 3KW Diesel is available for 24, 32, or 110-volt battery charging; in 115, 230, or 115/230-volt A.C. models; and a 115-volt A.C. -32-volt D.C. combination unit. Onan gasoline-powered battery chargers range from 500 to 1500 watts. Other air-cooled A.C. models with Vacu-Flo cooling for below-deck installation, range from 500 to 10,000 watts. Belt-driven generators from 1,000 to 5,000 watts.

See your Onan distributor or write for information

D. W. ONAN & SONS INC.
3227 University Ave. S. E., Minneapolis 14, Minnesota
ELECTRIC PLANTS • AIR-COOLED ENGINES • GENERATORS • KAB KOOLE

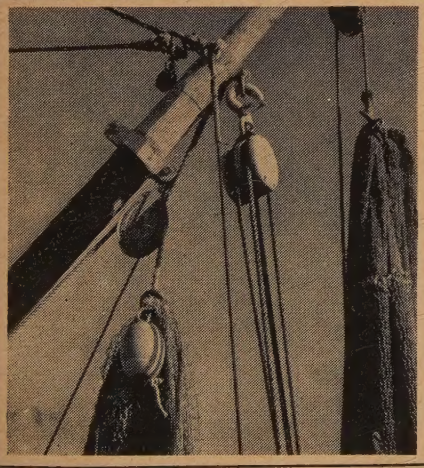
How netting of Du Pont NYLON makes your catch more profitable

- **Cuts repair costs**
- **Minimizes replacements**
- **Saves manpower**

Du Pont nylon—the choice of skilled netting manufacturers—has *proved* cost-saving advantages that can raise the profits on every catch you make. For *this* nylon stubbornly guards against weakening by rot, mildew and fish slime. It has unusual abrasion resistance that far outlasts ordinary netting. Du Pont nylon absorbs little water, has light weight that allows quick, sure handling by your crew members. And nylon netting can be put back into use immediately after a catch—no drying or special preservative treatments necessary.

Nine years' experience is proof. That's how long netting of Du Pont nylon has increased profits for fishermen. The high-quality workmanship of leading net manufacturers and Du Pont nylon's own remarkable toughness and durability are a combination that can lead to your most profitable fishing season.

For further information about Du Pont nylon netting, contact your supplier, or write for sources to E. I. du Pont de Nemours & Co. (Inc.), 5518 Nemours Bldg., Wilmington 98, Del.



Save rehanging time and money with ropes of new 707 nylon

Hanging and purse lines of Du Pont nylon are stronger now than ever. Ropes made with new *Du Pont Type 707 nylon* have 16% greater breaking strength and three times greater resistance to internal abrasion than regular nylon. These tougher, more durable ropes match the life of nylon netting to save you time and money.

DU PONT
REG. U. S. PAT. OFF.
Better Things for Better Living
... *through Chemistry*

The public asked for it—
and here it is!

new family-size Tuna Can from Canco

First innovation for tuna canning in over a decade; holds 9¼ ounces—2¼ ounces more than standard can!

Canco's new family-size tuna can has been launched throughout the United States—and it's winning immediate consumer acceptance!

Here's why: extensive surveys have indicated that for medium-size families the conventional tuna cans hold too little or too much. The new 9¼-ounce family-size can is what they want . . . need . . . and will buy!

The first company to market the new can—a giant California packer—states, "We estimate as much as 37% of the total grocery store tuna sales will eventually be accounted for by the new family-size pack."

That's quite a market! . . . one *you* can't afford to miss. In fact, it's the first innovation in over a decade that tuna canners can sink their sales teeth into. So call your Canco man immediately. You can count on Canco—as it continues to lead in contributions to the fish canning industry!

CANCO Division **AMERICAN CAN COMPANY**

New York · Chicago
New Orleans · San Francisco

PACIFIC FISHERMAN February, 1959

14 MILLION CASES

U.S. Tuna Pack Hits New All-Time High

• American tuna packing surged ahead again in 1958, and at a faster pace than ever, to produce 14,297,000 cases, reckoned on the basis of 48 halves.

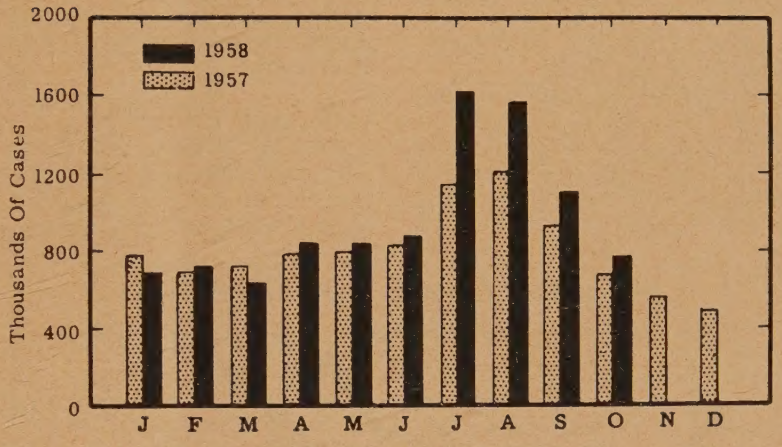
This exceeded the 1957 record by 2,437,000 cases, and compares in volume with American salmon canning in the most productive years of its history.

California of course was the source of the vast majority of the pack, its 11,270,000 cases being an advance of approximately 1.75 million from the year before.

The Los Angeles Harbor area, with 7,231,000 cases, more than doubled the pack of its San Diego rival, with 3,490,000 cases.

In Central and Northern California the 1958 tuna pack hit the very considerable total of 548,000 cases.

California Canned Tuna Pack

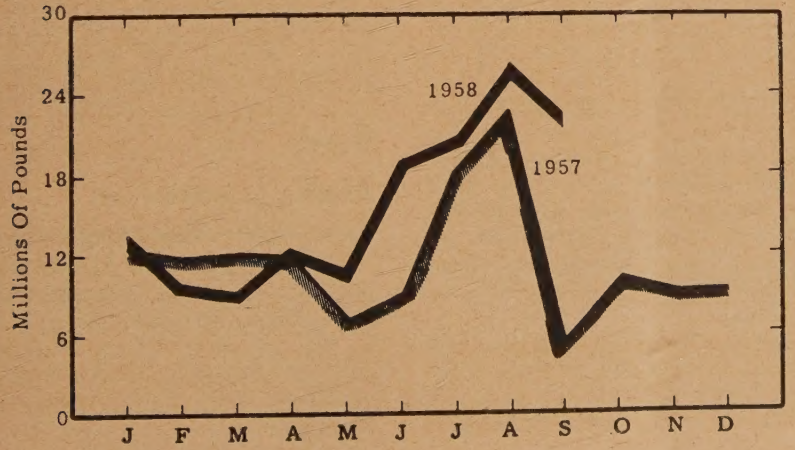


• With 1,682,000 cases canned, it appears that tuna canning in the Atlantic and Gulf states, Puerto Rico and American Samoa made a longer gain percentage-wise than any of the other report areas.

This area accounted for more than 20% of the total American pack of Albacore, and with the Pacific Northwest and Hawaii actually packed the majority of the American production of White Meat tuna, 1,629,000 cases out of the national production of 3,087,000 cases of Albacore, a total which seems remarkable in view of the light catch in California waters and the below-normal production in Japan.

• While full details on the imports of canned tuna during 1958 are not yet in hand, from the pattern for the

Imports of Fresh and Frozen Tuna



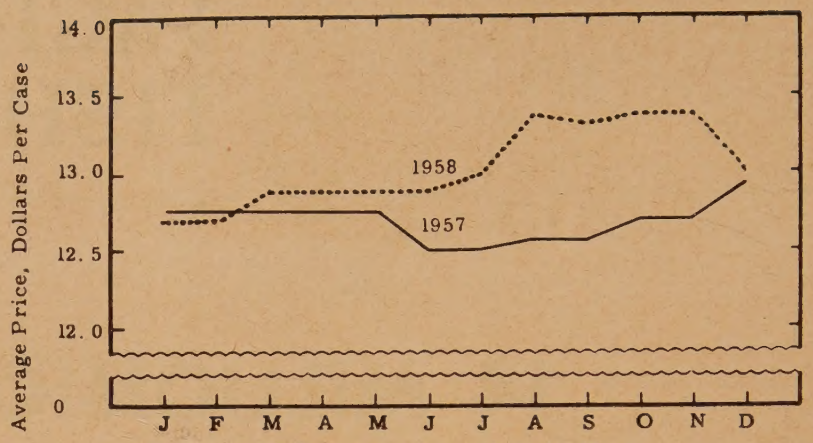
NOTE—Graphs used in connection with this article were prepared by the Bureau of Commercial Fisheries, U. S. Fish and Wildlife Service.

first eight months of the year, when they were 15% above those of the year before, it is anticipated that the imported goods available for consumption in the United States will show an increase fairly comparable to the gain in domestic canning.

Imports of fresh and frozen tuna—most of it from Japan—accounted for 32% of the 1958 raw material supply to American canneries, being 72,000 tons out of a total supply of approximately 228,000 tons. Imported frozen tuna rocketed in 1958, rising by approximately 30% from 53,651 tons in 1957 to 72,000 tons in 1958.

Receipts of frozen Yellowfin and Skipjack tuna more than doubled in 1958 over the previous year, whereas the imports of Albacore were about 23% under 1957, reflecting the poor catch of this species in Japan.

Wholesale Price, Canned Lightmeat Tuna



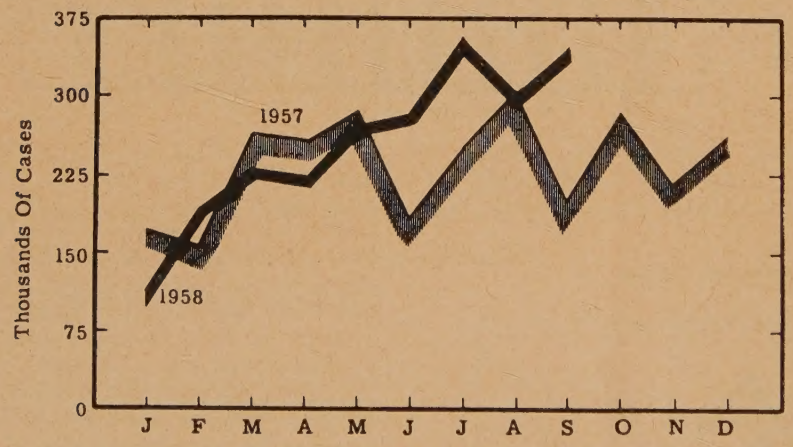
Solid pack, 48 7 ounce cans, at Los Angeles. Average of weekly quotations for Advertised Brands and Other Packers' Labels.

San Diego Group Buys South Coast Fisheries

• South Coast Fisheries, one of the Terminal Island, Calif., "independent" tuna canneries, was purchased last month by a new organization formed by a group of tunaboat owners and businessmen of San Diego.

The new company, known as the American Tuna Canning Inc., is headed by Kenneth J. Berglund, who served for many years as an executive of Westgate California Corp., San Diego tuna canners.

Imports of Canned Tuna and Bonito



Wade Ambrose, owner and manager of a fleet of tuna clippers, was named vice-president; and Fred Kunzel, attorney of San Diego, became secretary-treasurer.

The Board of Directors consists of James B. Lane, M. Machado Medina, Edward P. Silva and Sam Crivello, in addition to the officers. All are well known in the tuna industry, and all have diversified business interests in San Diego in addition to their activities in the tuna fishery.

The value of the plant, not including land leased from the Los Angeles Harbor Department, is around $1,000,000.

South Coast Will Sell

Both Mr. Berglund and James DeSilva, former president of South Coast, pointed out that only the plant and physical assets of the company were changing hands. South Coast Fisheries will continue in business as a sales organization, and will be supplied with its tuna requirements by American Tuna Canning Inc., under a long-term agreement between the two firms.

American Tuna Canning Inc. will continue to pack the present South Coast brands and will also pack and market its own brands through its own sales organization. The new firm will also pack private label brands.

Will Buy Auctioned Tuna

Under the new management, Mr. Berglund said, the cannery will get its raw material through the American Tunaboat Association auctions in San Diego. The fact that American Tuna Canning Inc. is backed by tunaboat owners will make little if any difference in the operation of the cannery and the business.

There are long-range plans, Mr. Berglund said, for adding to and improving the plant facilities. Recently South Coast disposed of its wet fish equipment and moved it out of the plant building, leaving room for expansions and improvements.

Hagelberg and Gillis Elevated by Van Camp

Following the death of Montgomery Phister, the board of directors of Van Camp Sea Food Co. in January appointed F. E. Hagelberg secretary of the corporation. At the same time, the board elected W. J. (Bill) Gillis a director.

The board's actions were announced by Gilbert C. Van Camp Jr. president of the company.

Mr. Hagelberg, Mr. Van Camp said, will continue his duties as vice president of finance. Mr. Gillis has for several years been, and will continue to be, vice president in charge of production.

Alaska License Plan Resembles Washington's

Alaska Legislative Council's proposal for the state's fishing license for non-resident fishermen, as submitted to the legislative session in Juneau, contained provisions closely similar in conditions and fees to the Washington state statute.

RETURNING SARDINES

Bring Problems With Them

● What to do with California's new abundance of sardines? The problem had producers and brokers scratching their heads in sales offices all over the state as January waned.

It was apparent that the sardine was back after an absence of some seven years. For the first time in many years fish were caught in Monterey Bay and off-shore within boat haul distance of Monterey.

For the first time in many years sardines were reported to have spawned as far north as Monterey.

The 1958 catch reflects this. Some 96,857 tons were landed in the state, 73,607 tons going to southern California canners, and 23,250 tons going to central California canners. Most of the fish brought in to central California canners last year was trucked in from southern California ports, but more fish was delivered directly by boat to Monterey than in many years previous.

● The California pack works out at about 2,130,854 cases, with 511,500 cases packed in central California and 1,619,354 cases in southern California.

The last year to compare with this catch and pack was 1951 when 126,541 tons were landed in the state, and the pack was 2,367,862 cases.

Some observers feel that the 1959 sardine season will open with a carryover from the 1958 pack. Whether that is bad or not appeared to be a matter of debate among brokers and producers.

It was apparent last month that the 1958 pack of sardines was priced too high to compete in export markets with Japanese and South African canned sardines, and because of the extent of the pack, observers felt that the domestic market would not absorb it.

How Many California Sardines Will U. S. Buy?

● Historically, about 60% of California canned sardines went export and 40% was sold in the domestic market. This would mean, since in early 1959 export markets were not taking much if any California sardines, that in order to move the 1958 pack most of it would have to be sold domestic.

One San Francisco broker stated flatly that the domestic market won't take this amount of California sardines. He said that sardine canners are faced with a double-barreled problem: where to find a market for the present inventory; and what to do if the present pack isn't sold when the 1959 season opens. This broker predicted that sardine canners couldn't operate when the 1959-60 season opens except at greatly reduced prices to the fishermen.

He said the one ray of hope was that Great Britain might open up as an export market on account of easing of import controls. In order to get into that market, though, ovals in tomato sauce would have to sell at $5.95 fob. California. At the present time the lowest prices being quoted for ovals is $7.00 per case for export, with no brokerage.

"Canners break even on $50 per ton fish," *Pacific Fisherman's* informant said. "They lose a dollar a case on $60 per ton fish."

"I do not feel that California canners can pack in the volume they formerly did without the Philippine market. At one time, when canners were packing a bare 13.5 cases per ton, their production of fish meal and oil helped cover the loss on canned goods. This is not the case now with a depressed oil and meal market."

● Another central California fish canner said: "We should have a cooperative advertising campaign to sell sardine domestically. I feel that the entire industry should get together and perhaps have the state enact legislation similar to that in Maine, where there is a marketing act providing for 25c per case of fish produced to be used for advertising.

"There was a day when the people of the United States realized that sardines were a good, cheap food item. Came World War II and the lack of fish, and people have not seen California sardines on their grocers' shelves to any extent for years. They must be re-educated."

This same observer stated that, due to the scarcity of fish for so many years, central California fish producers are practically without brokers; their distribution system has broken down.

● Another canner puts it this way: "Suddenly California canners, who have lost their export markets, also find that due to the influx of lower priced Japanese and South African sardines, they have a large pack and a lack of distribution in the United States. In the southern part of the United States, where a large portion of the domestically sold pack was consumed, eating habits have changed.

"With more employment and better wages, the southern standard of living for low income families has been raised to the point where they are no longer as much interested in California canned sardines as a food item, as they used to be."

This same canner told *Pacific Fisherman* that many grocers do not stock California canned sardines anymore. During the peak of the scarcity they went to $14.50 per case for ovals, and practically priced themselves out of the market. This informant said that California canners must get out now and sell their fish. No longer will they find people beating on their doors to buy it.

Another point brought out was that the California sardine industry might devise fancy packs, such as smoked fillets in oil, and other items, that have been packed in the past but which were not a large factor in the overall sardine picture.

T. F. Sandoz on Board Of Oregon 1st National

Thomas F. Sandoz, president of the Columbia River Packers Association, Inc., was elected to the board of the First National Bank of Oregon at its annual meeting in January. The 94-year-old bank is one of the largest in the West.

The Case for Traps

Operators Fight Last-Ditch Action To Change Seaton Sentence

● The Case for Traps was laid before Secretary of the Interior Seaton in late January by the Alaska Trap Operators Committee, which presented arguments against his carrying into effect his declared intention to eliminate all Alaska salmon traps through the 1959 Alaska Fishery Regulations.

The Trap Operators Committee is headed by Kenneth C. Hardwicke, general manager of the Libby, McNeill & Libby Salmon Department. In the presentation to the Secretary Mr. Hardwicke was supported by W. C. Arnold, managing director of the Alaska Salmon Industry, Inc.; H. B. Friele, president of Nakat Packing Corporation; and George Johansen, secretary-treasurer of the Alaska Fishermen's Union.

The Trap Operators brief took the position that "if the State of Alaska at such time as it obtains control of its fisheries decides to abolish fish traps, that is a matter of internal state politics and decision"; but that the Federal government, which has long sanctioned traps should not now prohibit them.

Supporting this thesis, the brief declares there are compelling economic, social, conservation, and legal reasons why the Secretary should not carry into execution the "death sentence" he has already pronounced on the traps.

The points made by the operators can be briefed thus:

Economic

● "Abolishment of fish traps would result in a 40% loss of over-all production. It may be that in 5 to 7 years a sufficiently large fishing fleet, with enough trained and experienced fishermen will be developed to replace the production lost from the traps. However, this source cannot be relied upon for the present year. Neither the men nor the vessels nor the equipment are available, and *it would require an estimated* $25 *million to* $37.5 *million in additional investments to build up such capacity, based on three boats for one trap.*" (Counting 232 traps.)

Estimate of wage loss resulting from prohibition of traps is put by the operators at $4,072,000 annually; the loss in inventory at $8,882,000; and the value of canneries which would not operate in 1959 at $7,972,000.

Social

● Loss of employment prospective in 1959 is estimated at 776 Alaska residents and 1,541 non-residents; total 2,317.

Conservation

● It is argued that traps are not inimical to conservation, particularly because of their fixed locations. The brief cites numerous supporting statements, one from Secretary Seaton's predecessor, Douglas McKay, who is quoted:

"It is sometimes argued that the traps should be abolished as a conservation measure. Years of experience give no support to this argument."

The brief also says: "Secretary Seaton recognized in his announcement of the proposed abolishment of traps that such an abolishment could not be based on grounds of conservation."

Legal

● The brief says Secretary Seaton in his own words said that he proposed to abolish traps "because of the result of referendums in Alaska. It was a mandate from the people and obviously expressed the wishes of most Alaskans."

The operators argue that nothing has changed the powers of the Secretary of the Interior with respect to Alaska fisheries, and that on Nov. 9, 1959, he said that under the White Act traps could be abolished only by act of Congress for conservation purposes."

Not All Alaska Canners Oppose Trap Elimination

● Not all Alaska salmon canners oppose the elimination of salmon traps, currently promised by the Secretary of the Interior and ultimately assured by the Alaska legislature.

This has long been recognized by anyone familiar with the facts of the Alaska salmon canning industry, but perhaps not by many casually acquainted with the industry.

Outspoken evidence of canner opposition to traps is afforded by a recent release by the New York City advertising and public relations agency representing Whitney & Co.

The release quotes Sam Rubinstein, president of Whitney & Co., and its marketing agency, Gillnetter's Salmon, and says: "To halt the licensing of salmon traps in the waters off our 49th state will prove a boon to the salmon industry in the long run." The release goes on to say that Mr. Rubinstein believes loss of trap license fees "will be more than made up by the increased value and productivity of the many fishing vessels and canneries active in the Alaska salmon industry."

It concludes by quoting him thus:

"The Alaska salmon industry will continue to produce more revenue for our 49th state than any other industry there for many years to come. It must be aided and stimulated in every way. Eliminating fish traps is but one important step."

Discussing Mr. Rubinstein's ideas as to the effect of the trap action on salmon markets, the release says:

"There may be a slight price rise in Alaska-caught salmon for a short period, because it will take some time to catch the same number of salmon by gillnetter and purse seining techniques. Until that time, there will be a brief shortage of salmon. However, by 1960 the catch will have returned to normal in Alaska and food dealers will find no trouble in purchasing adequate amounts of canned salmon."

U.S.S.R. vs. Japan

A Peek at National Positions, Objectives, Strategy As the 1959 Far Eastern Conference Grinds into Gear

● With Japan seeking a 1959 treaty area catch quota of 165,000 tons of salmon, and the Soviet Union unofficially charging wide illegal operations to the Japanese fleet in 1958, the third annual fishery negotiations between these countries were in gear through January, but grinding in a way which forecast slow progress and indicated a need of lubrication.

While intimate details of the conference were not disclosed, it is known that the Japanese industry has supported as a basis for discussion a program featured by these points:

● *A catch quota of* 165,000 *metric tons* of salmon from the treaty waters . . . It was contended that this catch would have no ill effect upon the resource.

● *Predators should be controlled,* notably the fur seal, sealion, and salmon shark (*Lamna ditropis*), as they do great damage to the salmon resource.

● *Good prospects prevail for* 1959, particularly in Pink salmon and Silvers, with it apparent that there is a considerable population of this latter species not now utilized.

● *Abolish coastal closed areas.* Where necessary for the protection of Red salmon, sanctuaries should be limited to a semi-circular area with a radius of 20 miles in front of the estuary of each river for which protection is considered essential.

● *Red salmon closed area* north of 52° should be limited to extend only from 52 to 56°.

● *Deadline* for fishing in treaty waters should be extended from August 10 to August 20.

● *Restriction of catch* by species, and notably in the case of Red salmon, should be vested in the fishing operators, who would apply voluntary means; this because of the great difficulty in enforcing such restriction officially during operations.

● *King crab catch quota* sufficient to pack 320,000 cases from waters other than Bering Sea should be established; and all other restrictions on crab fishing operations should be eliminated. The specific closed area south of 53° North should be eliminated.

Radio Moscow Reports What the Soviets Think

● Soviet position is believed to be somewhat in line with an early January broadcast from Radio Moscow, in which one Romanov, described as an official in charge of protection of the fish resources of the Soviet Union, who declared (as translated):

● "Last year in the Soviet Union there were a number of streams where no salmon at all passed upstream. Such a sharp depletion of salmon has been caused by the Japanese, who have continued large-scale fishing on the high seas since 1952 with no regard to the stipulations of the Russo-Japanese Fishery Treaty.

● "Japan pledged that no longline should be used for catching salmon in a zone determined by the treaty, but a great deal of this gear was used. Furthermore, use of this gear was carried out under the permission of the government authorities. (*Translator's comment*: Japanese government authorities permitted longline operation in waters *south of the treaty zone,* but actually not a few longline vessels probably did invade treaty waters.)

● "It is even a fact that when some Japanese fishing vessels have caught salmon in excess of the rule government authorities have concealed the excess catch.

● "Continued Japanese catching of large numbers of immature salmon is having great influence toward depletion of the fishery resources.

● "King crab resources of the Soviet Union had been quite stable until the Japanese operations were resumed a few years ago. Since then the King crab resource has been seriously depleted by increasing and excessive Japanese operations."

Illegal Fishing Recognized

● There appears to be some recognition in Japan of an increasing number of illegal operations on the North Pacific during the 1958 season. These violations were said to fall generally into four classifications:

1. No licenses at all.
2. Operations by long-line vessels in the treaty zone area where only mother-ship dependant or land based gillnet vessels were authorized to operate.
3. Operation of land based gillnet vessels in the area above 48° North where only mothership-dependent fishing vessels were authorized.
4. Shifting of small Pink salmon gillnetters licensed only for the Japan Sea into the high seas fishing area of the Pacific Ocean.

● Recognizing the implications of this situation, the Japan Fisheries Society and other fishing associations held a conference late in December, 1958, to plan corrective measures, necessitated by international considerations and the conservation of the resources. This conference by resolution called upon the Japanese government for improved enforcement patrol.

Responding to this, supervising authorities of the national and prefectural governments are considering a program which would require that the hull and house of all salmon fishing vessels should be painted in color combinations which, with the license numbers, would readily indicate the operation for which the vessel had been licensed, such as: mothership-dependent gillnetter, land-based gillnetter, longliner, or "Japan Sea" gillnetter.

● Technical points listed in the agenda for consideration by the Soviet-Japan fisheries conference include: condition of salmon resources; fishing season; closed areas;

Damage caused by longline gear;

twine sizes of gillnets; catch restriction by species; problems arising from mingling of immature Red Salmon with matures of all species; measures for maintenance and up-building of the Red salmon resources.

● The Soviet commissioners at the conference are: *Moiseev,* deputy chief of the All-Soviet Union Marine Fisheries and Oceanographic Research Institute; *Pavlychev,* Far Eastern Department, U.S.S.R. Foreign Ministry; *Panin,* chief of the Pacific Marine Fisheries and Oceanographic Research Laboratory.

There are eight advisors, including *Semko,* who as an observer attended the Tokyo meeting of the International North Pacific Fisheries Commission last fall, and the meeting of this tri-nation commission in Seattle in 1956.

The Japanese commissioners are: *Iwao Fujita,* vice president of the Japan Fisheries Society; *Yoshimasa Sakamura,* chief of the production department of the Japan Fishery Agency; and *Kinya Niizeki,* councillor of the Europe-Asia Bureau of the Japan Foreign Office.

Advisors to the Japanese section are numerous, with *Dr. Motosaku Fujinaga* perhaps the foremost individual.

Guatemalan Planes Fire On Mexican Shrimp Boats

● The year began with bloodshed on the Pacific, when Guatemalan military planes fired on Mexican vessels fishing in what their pilots said were Guatemalan territorial waters. Casualties were caused, and the vessels were driven into the Guatemalan port of Champerico, where the crews were interned.

The Mexican Government immediately lodged a protest, surprisingly mild in tone. According to press accounts, Manuel Tello, new minister of Foreign Relations of Mexico (and a former Ambassador to Washington) said Mexico would take "duly grave" views of any attack on Mexican craft. But in the next breath he pointed out that there was little reason why Mexican fishermen should travel into Guatemalan waters, since there were plenty of fish and a shortage of fishing activity in Mexican waters.

Guatemalan sources, reporting to *Pacific Fisherman,* said the problem was by no means new, and the latest instance had been prominently reported only because casualties had been involved.

These informants said that the Ambassadors of both Mexico and the U. S. had been made aware of the problem well in advance of any action against craft in the water. When violations were observed, it was said, it was first established definitely that the craft were remaining in Guatemalan waters. Then special light aircraft, equipped with radio to communicate with the vessels, had warned the crews. The attacks were only the last resort, the Guatemalan officials said.

One Mexico City correspondent wrote his paper that it was believed in Mexico City that the Guatemalan planes had attacked the so-called fishing vessels with the possibility in mind that the craft might really be anti-Government gun smugglers masquerading as fishing boats.

● Before the end of January Mexico announced that it was breaking off diplomatic relations with its neighbor Guatemala as result of the dispute.

Press reports immediately following said that Guatemala declared it would neither make apology nor pay reparations to Mexico. It was not withdrawing its ambassador from Mexico City, the Guatemalan president announced; and was pulling its troops back 10 miles from the Mexican border.

Twelve fishermen held in Gutemala from December 31 were repatriated to Mexico January 24.

B. C. 1958 Fish Products Reach 100 Million Value

● Commercial value of British Columbia's fish production last season is estimated at a record-breaking $100,000,000.

Financial returns on the province's "bonanza" centennial year in fisheries are now nearly complete, and it seems likely that landed value of the catch for 1958 will exceed all previous records by nearly $11,000,000.

Total landed value for last season was estimated at $51,500,000, compared with the previous top year's (1951) of $40,748,000. Commercial value of production usually is about double the landed value.

The biggest Sockeye catch in 50 years, coupled with Fall herring catches that were the best in history, more than offset the losses from the strike that occurred in the herring fishery during the early part of the year.

Value of the salmon catch totalled $36,393,000, with Sockeye, mainly from the Fraser river, accounting for $20,356,000. The Sockeye pack of 1,079,155 cases was just 1,518 cases short of the all-time record of 1,080,673 cases established in 1905.

As a result of higher unit prices for troll-caught fish, Coho ranked second in importance and had a total value of $5,373,000, followed by Spring salmon valued at $3,955,000, Chums at $3,513,000 and Pinks at $3,106,000.

Preliminary landing figures for herring indicate 199,100 tons for the calendar year 1958, with landed value of $6,605,00. This was the third highest catch on record and was exceeded only during 1956 when 245,000 tons were caught. In 1908 some 208,483 tons were reported.

Combined landings of crab and shrimp also reached levels previously unsurpassed and were valued at $664,000, an increase of more than 20% over 1957.

Halibut landings by B. C. fishermen in Canada totalled 23,800,000 pounds, and in addition 5,043,000 pounds were sold direct by Canadian fishermen at U. S. and Alaska ports. This brought landings by Canadian fishermen to record levels of 28,838,000 pounds valued at $5,717,000.

Gray cod landings also were the highest ever reported and totalled more than 7,000,000 pounds valued at $363,000.

There was a sharp decline in black cod landings, the catch being valued at only $70,000, compared with $227,000 in 1957.

Ling cod landings were about the same as in the previous year—valued at $376,000.

PACIFIC Fisherman's NEWS

FEBRUARY 1959

Americans Launch Drive to Shut Fuca Strait to Salmon Fishing

● Concerted drive by American fishing interests to close the Strait of Juan de Fuca to commercial fishing during the principal salmon runs astonished their Canadian competitors at the Salmon Commission's regulatory meeting in Vancouver, B. C., Jan. 21; and obviously stirred further the already ruffled relations between the two groups.

Actually the argument over the Strait had little relation to the real purpose of the meeting, which was to give consideration to industry opinion with respect to the regulations proposed by the International Pacific Salmon Fisheries Commission for treaty waters during the Sockeye and Pink seasons of 1959.

So far as the recommended regulations were concerned, there was general approval, save for a few minor points. The American seiners wanted a return to the old boundaries of the Point Roberts Triangle. The Canadian packers wanted an extra day of fishing. Canadian gillnetters sought 8 and 8" mesh nets for Kings during the fall closed season for Pinks. American gillnetters wanted the outer strait on the American side opened with the Canadian side.

● Recommendations of the various industry advisors outside the regulatory proposals may be briefed thus:

John Plancich, representing U. S. canners—"We find the proposed 1959 seasons acceptable; but not the fishing areas. There the American canners endorse Milo Moore's proposals for (a) concurrent fishing by both nations in all the waters of the strait, or complete closure of the strait as far east as the Point Angeles-Williams Head line; (b) Salmon Commission control of Johnstone Strait as well as inner Puget Sound waters. It is essential to provide protection for salmon in the strait until they have emerged from their 'milling pattern' and entered into the 'migration pattern.' "

Bert Johnston, speaking for U. S. trollers—"We are concerned with the drain on Silvers of U. S. origin in the outer straits during the Sockeye and Pink fishing there. We feel that conservation of Pinks and Sockeyes should not bear destructively on other species."

Joe Erisman, U. S. Gillnetter representative—"We must take drastic action, and until Johnston Strait and Inner Puget Sound are included in treaty waters we believe that the Point Angeles-Williams Head line should be the outer limit of the fishery."

John Brown, speaking for U. S. Reefnetters—"We are convinced that Canadian ocean fishing of a mingled stock is destructive and not in line with conservation. Administration under the treaty should limit fishing to waters where the runs have selected their migration routes. We ask that the Point Angeles-Williams Head line be the westerly limit of commercial fishing, at least until Sept. 1. Unless this is done, the U. S. Silver fishery will be destroyed."

Nick Mladinich, representing U. S. purse seiners—"Fishing the outer straits is dangerous to management, as it exploits a mingled stock. A line at Point Angeles-Williams Head as the outer boundary for fishing would provide much better management."

Howard Gray, for U. S. sports fishermen—"We believe the Salmon Commission should not regulate Sockeye and Pink fishing in a manner destructive to another species—Silvers. Where you have mingling, you have responsibility for rational conservation of *all* species, and not alone for Sockeyes and Pinks. Move the outer boundary of straits fishing to Point Angeles-Williams Head.

● Reaction of the Canadian advisors

(Continued on page 16)

Would Lift Minimum Limit for Albacore

California Assemblyman Alan G. Pattee, Salinas, has introduced a bill designed to allow commercial fishermen to catch and process Albacore of all weights.

The measure would repeal a section of the fish and game code prohibiting the sale, purchase, and processing of Albacore weighing less than seven pounds.

Mason Case Returns To Private Business

Mason Case, for a number of years manager of the Fishermen's Cooperative Association, San Pedro, resigned the office early in January to return to private business. In a letter to *Pacific Fisherman,* Mr. Case said that his plans would mature within a short time. It is anticipated that they will keep him in touch with the Pacific fisheries in California.

Three Fishermen Ship New "Jimmy" Diesels

Evans Engine & Equipment Co., Seattle, reports the installation of three of the new General Motors 6-110E turbocharged 4-valve marine diesels in fishing vessels already this season. They include Capt. Arne Madsen's halibut and tuna boat *Ilene;* the cannery tender *Vanguard,* which already has passed trial runs; and the *Robbie,* which has already gone north.

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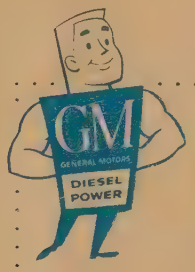

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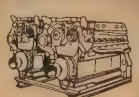
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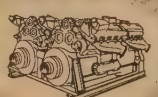
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Publication Office
731 S. W. Oak Street, Portland, Ore.
CApitol 2-1314

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 2-1626

DISTRICT OFFICES

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Americans Would Close Fuca Strait

(Continued from page 13)

to the American proposals was relatively brief, and sums-up thus:

Harold Christenson, representing Canadian fishing vessel owners, vice Capt. Charles Clarke—"This raid on the Strait fishery is being sprung on us. We think it is plain bad manners. We think further that the Strait Silver fishery is not a responsibility of the Salmon Commission. This topic is out of order."

Steve Stavenes, representing Canadian fishermen—"The suggestion for closing the commercial fishery west of Point Angeles-Williams Head is ridiculous. It would destroy the Canadian purse seine industry.

"Do the U. S. fishermen suggest putting all species under the salmon treaty?"

Peter Jenewein, speaking for Canadian gillnetters — "Touching on the American proposal to bring Johnstone Strait into treaty waters: Why should salmon which have never as mature fish passed through American waters be divided equally between the two nations?"

B. C. North, Canadian trollers' spokesman — "The present line (Bonilla Point-Tatoosh Island) is O. K., but there might be benefit from tighter regulation of Canadian fishing."

R. Nelson, speaking for Canadian canners — "The subject of Silver salmon and fishing operations which may take them are irrelevant to this discussion."

M. W. Black, speaking for the Canadian sport fishermen — "Two full Sockeye cycles of research preceded regulatory action by the Salmon Commission. The suitability of the present line at the entrance to the Strait has been under study for only two years. Any change in the present line would need to be supported by far more research than has yet been carried out."

1959 Pink Outlook Dim, Sockeye Prospects Fair

● Reviewing the prospects for Pink and Sockeye fishing in convention waters during the 1959 season, Loyd A. Royal, director of the Salmon Commission, made these points:

1. Sockeyes should equal or better the run of 1955, with a catch of about 1,000,000 fish for each nation after providing adequate escapement.

2. As the Yale Block of 1955 wiped out much of the escapement from the early runs, 100% of the fish available before July 20 must be permitted to escape.

3. Most of the 1959 Sockeye will be taken between July 20 and Aug. 10.

4. They will be small fish, averaging about 6 lbs.

As to Pinks, he was much less sanguine, raising a plain warning. In summary, Mr. Royal sees the picture is about like this:

1. Temperature and salinity conditions observed in the Gulf of Georgia when the fry were migrating in 1958 were highly adverse.

2. Based on previous experience and the apparent correlation between temperature and salinity aberrations on the return of mature Pinks under conditions noted in 1959, the Salmon Commission staff expects a run comparable with that of 1943, the all-time low.

3. The fishing schedule provided in the proposed regulations for 1959, however, is based on the prospect of a normal Pink run. If this does not materialize, and the prospect mentioned in (2) prevails, drastic reduction in fishing time may be expected in the period following August 16.

4. Pinks may be expected to appear in the fishery in numbers about August 20.

¼-Million Bounty Offered On B. C. Dogfish Livers

Confirming a policy determined a few weeks earlier, the Canadian department of fisheries has launched a concerted program to reduce stocks of dogfish off the west coast, offering $250,000 to pay bounties to fishermen

A bounty of 10c per pound will be paid on up to 1,300,000 lbs. of dogfish livers delivered to liver oil processing plants and in addition five draggers are being chartered by the government to carry out a direct killing operation.

The dogfish population in B.C. waters has increased steadily since the decline in commercial fishing some 10 years ago when the price of liver oil fell sharply after the wartime demand disappeared and synthetic Vitamin A entered the market.

Predatory dogfish have caused extensive damage to fishing nets and in some areas have become so numerous that commercial fishing has been impossible. Dogfish have also seriously interfered with sport fishing.

War on the dogfish will be confined chiefly to the highly concentrated areas of dogfish population in the gulf of Georgia, although livers may be taken in any areas where fishermen are prepared to operate. Part of the campaign will be carried on in the north, with livers being delivered to Prince Rupert plants.

The campaign continues until March 31, by which time the department of fisheries hopes to be able to determine its effects and map future strategy along the most effective lines. Research is being carried on in this field in co-operation with U. S. stations.

Octopus Bait Cargo Shipped to Ketchikan

The 85' freight vessel *Dagney* went north in January under charter to New England Fish Co. with a cargo of 220,000 lb. of frozen octopus shipped earlier from Japan. Bound for Ketchikan, the *Dagney's* cargo is now popularly used for halibut bait.

As a matter of fact, the International Pacific Halibut Commission in January took official notice of the effectiveness of frozen octopus for halibut bait, announcing at its annual meeting with the industry that this bait was credited with responsibility, at least in part, for increasing the catch per unit of effort (per-skate-per-set) in Area 3.

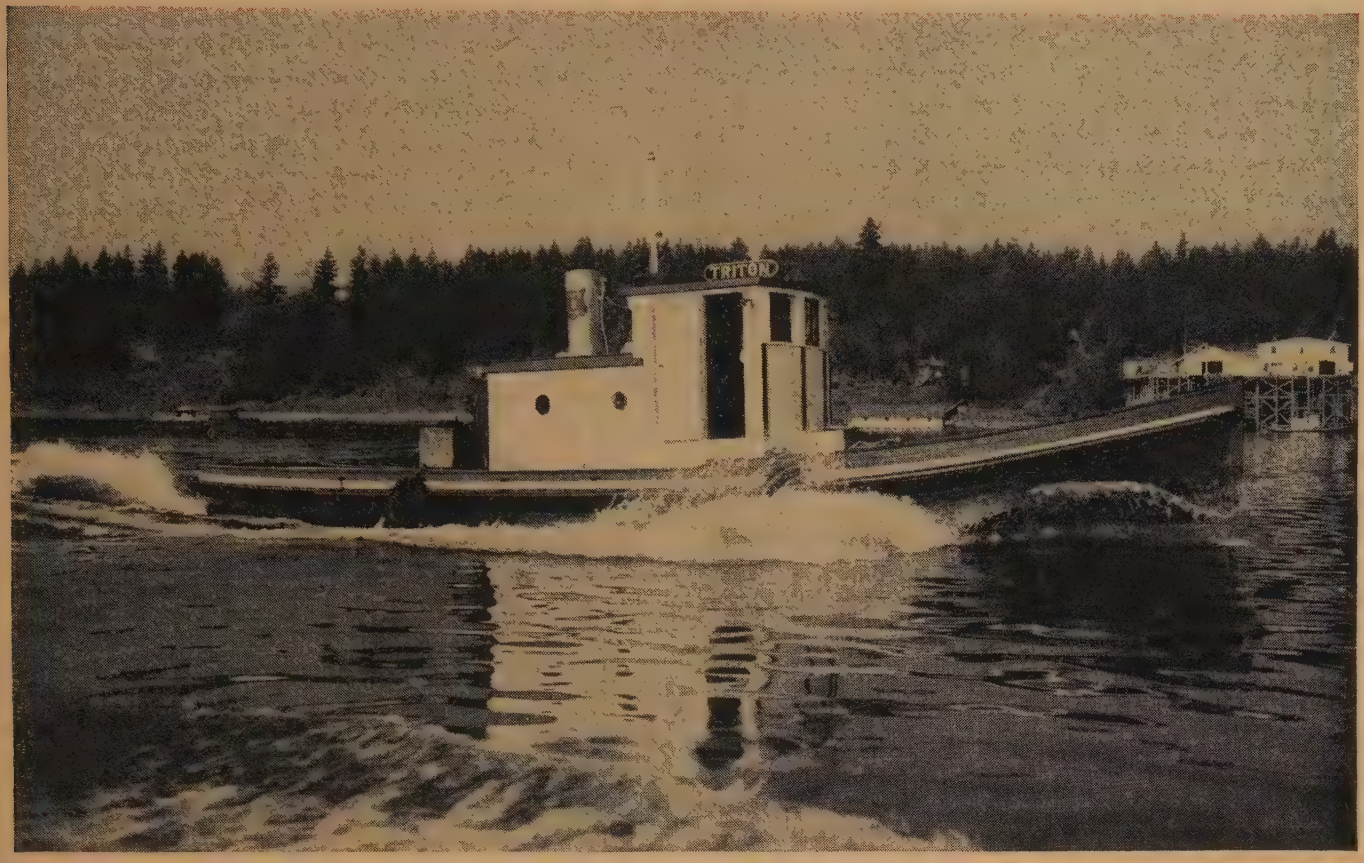
Boats fishing Area 3 in 1958 took a sharply increased catch per skate, average close to 150 lbs. per set.

STANDARD ENGINEER'S FIELD REPORT

PRODUCT **RPM DELO OIL**

FIRM **Columbia River Packers Assn.**
Vancouver, Washington

21,600 hours on RPM DELO OIL before overhaul



Operating at top speed 90% of time, MV Triton (above) ran 9 years on RPM DELO Oil for Columbia River Packers Association, Vancouver, Wash., before overhaul. One of three pickup boats in operation, this 48-footer collects from 12 to 16 tons of fish per trip from fishing boats for delivery to Ellsworth Station. 160 h.p. Graymarine engine, overhauled in 1956 after 21,600 hours, had no carbon, lacquer deposits or stuck rings, and no rust despite fact Triton had sunk seven times in service.

Station Mechanic and Launchman George Lane reports: "RPM DELO Oil has never let us down. It keeps our engines in top running condition with no corrosion or sludging problem. That's important because, when the fleet is working, the catch must be collected by these boats as fast as possible. Any poor engine performance or breakdown could cause the catch to spoil on the way to the cannery."

Why RPM DELO Oils reduce wear—prolong engine life

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- Detergent keeps parts clean
- Special compounds prevent corrosion of bearing metal
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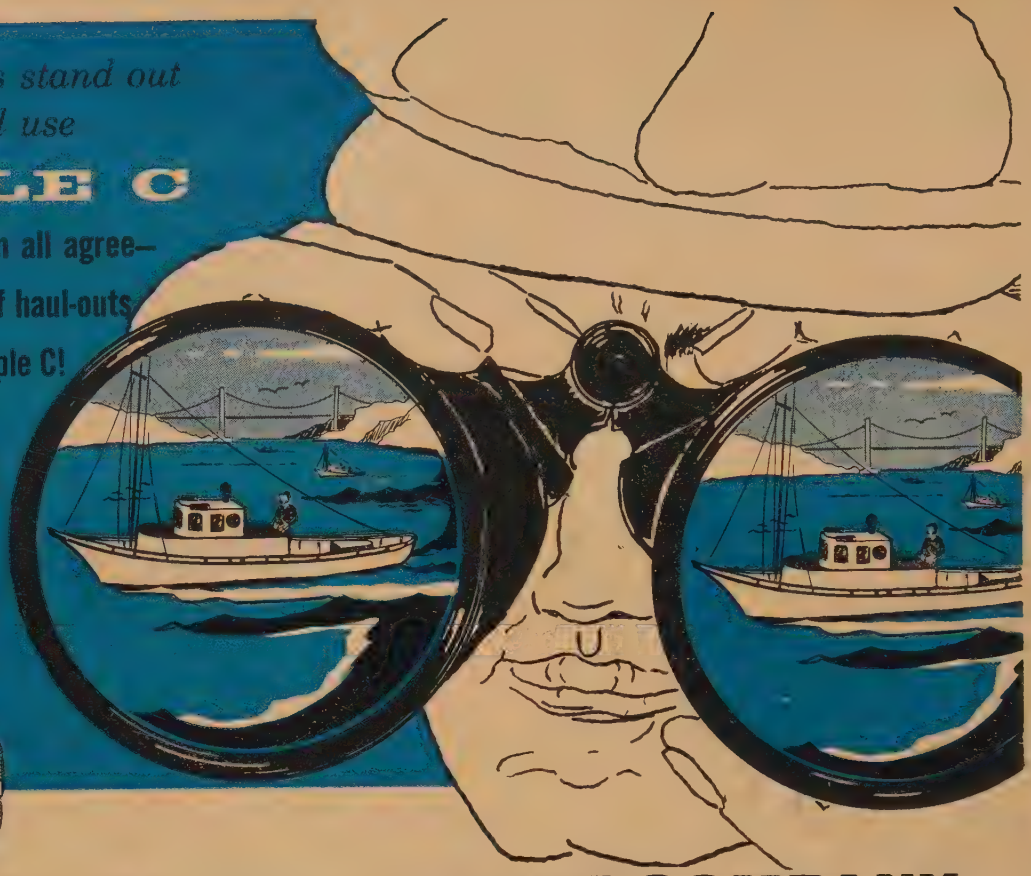

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Boat Building's Ground-Swell—

Packers Say $25-37 Million in New Boats Will be Required To Compensate for Elimination of Salmon Traps in Alaska; Boat Yards and Fishermen Preparing to Meet the Challenge

● *Will the uncertainties surrounding fish trap operation in Alaska stimulate new boat construction in* 1959?

This was the question that Pacific Fisherman reporters asked some 40 boatbuilders in a recent survey of yards in the Puget Sound area.

The answer is that, *so far, the action to eliminate traps has created more doubts that boats.*

The Alaska salmon trap operators told Secretary of the Interior Seaton this month that ultimately from $25 to $37.5 million in new fishing boats would be required to make up in catch for the elimination of traps.

Several operators hint that they will be placing orders soon, in time for boatbuilding season, but the necessary lead time is just about used up; and the boatbuilders report, almost to a man, that construction activity right now is below normal level. This they think is because even normal fleet replacement and repair expenditures are being held back until there is clearer indication if there may be trap operation possibly for another season.

● Almost to a man, also, the boatbuilders feel that demand for new floating equipment, and particularly for extensive conversion of existing units, will be felt before the end of the year. About half of them think it will be during or after the actual 1959 fishing season before they'll build the boats to replace the trap-fishing capacity. Fishermen, they believe will get by with what they can lease or patch together this season.

Maria Rose was on the ways at Skansie Boat Building Co., Gig Harbor, for a new keel shoe.

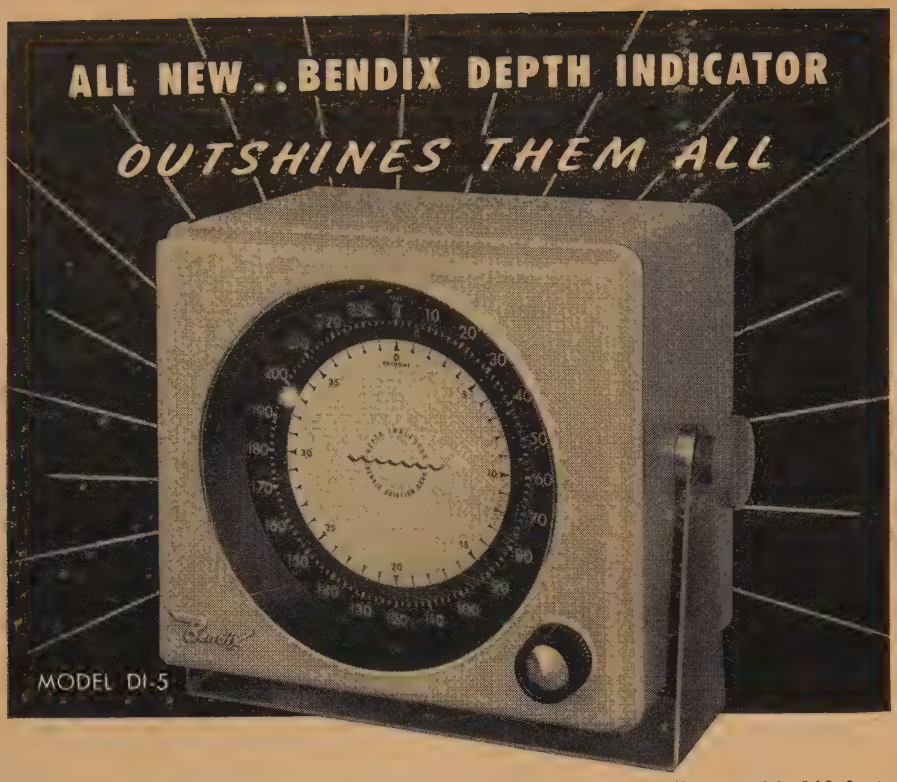
Oregon City was having repair work at Western Boat Building Co., Tacoma after the ship sank during the last days of fishing season last year. Running at slow speed, she grounded on a flat rock and slipped into deeper water with the next rise and fall of the tide. Little hull damage was sustained.

Now vessels built for the 1959 Alaska fishing will be almost entirely in the 38′ to 45′ range. Few if any new boats will be built to Alaska-limit length this season because the smaller craft, though less efficient and capacious, can be built more quickly, and at two or more for the price of one "limit" boat. Several shallow-draft beach seiners convertible to gill netting, or heavier small seiners able to do double in trolling, are in the chips-and-shavings stage now; and if the Alaska limit were to be raised to allow some tuna or herring fishermen to go into the salmon fishing in Southeastern, it would be done for the sake of converting existing equipment rather than providing new construction.

In view of the strong chance of a late pre-season surge of small craft work in the yards, the vessel owner who now needs repair work might do well to get his boat up on the ways early. Several yards do report an earlier-than-usual start to routine maintenance jobs.

Here are some high spots of activity taken at random in Puget Sound yards, during the past few days:

● *Peterson Boatbuilding Co.,* Tacoma—George Peterson has had four



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steel hulls built for beach seiners, and the vessels are now in his yard for finishing. They are 35′ by 11½′, shallow-draft, double-bottom, with steel houses and wood interior work now in process. They'll be powered by 165-hp GM 6-71 diesels with 1½:1 Twin Disc reduction and will accommodate 22″ propellers on full length 2″ Monel shafts in Goodrich Cutless rubber bearings. Peterson has reduced hatch openings from 9½′ square to 5′ square for safer running at sea, and has installed steel housings for protected entrances to head and to crew space. Four berths, small galley, and two-station controls are being installed. They'll carry 12 tons of fish as 2-man gillnetters or 4-man seiners.

Peterson says that if more of Southeast Alaska is opened for gillnetting this year he will keep one of the craft himself as a 2-man boat and take it north, using the new Marco gillnet power block.

● *Skansie Boat Building Co.*, Gig Harbor, has had three seiners on the ways so far; the *Maria Rose*, Mato Ivanovich, for a new keel shoe; the *Elector*, Tony Skrivenich, for minor repairs to rudder, shaft and propeller, and cabin work; and the *Fidelity*, Washington Fish & Oyster Co., complete recaulking and repair to guards. The yard built the 36′ seiner *Fern* last season for Joe Goodro of Shelton.

● *Eddon Boat Co.*, Gig Harbor, had the 32′ *Marilyn R.* on the ways for repair to salt water damage after sinking during winter.

● *Western Boat Building Co.*, Tacoma, hauled out the 65′ seiner *Oregon City* for overhaul after sinking last year. The hull was undamaged and except for repair of immersed machinery, only minor repairs were needed.

● *Kazulin Shipbuilding Corp.*, Tacoma—Mike Kazulin annually builds 10 to 12 purse seine skiffs and has orders for a dozen this year, from 15′ to 21′ and with 80 to 150 hp, for salmon and sardine vessels. They are built mostly of Douglas fir plywood, for light weight and for strength. The yard is building two larger craft at this writing. One is a 36′ by 12′ by 48″ combination trolling, gillnetting and charter boat for Tom Morton of Neah Bay, and it will be powered with a GM 6-71 diesel. Second vessel is 42′, for trolling, crab and charter fishing, for M. S. Davis of Tacoma. Construction features bent white oak frames and red Philippine mahogany, General Hardwoods of Tacoma being the main supplier.

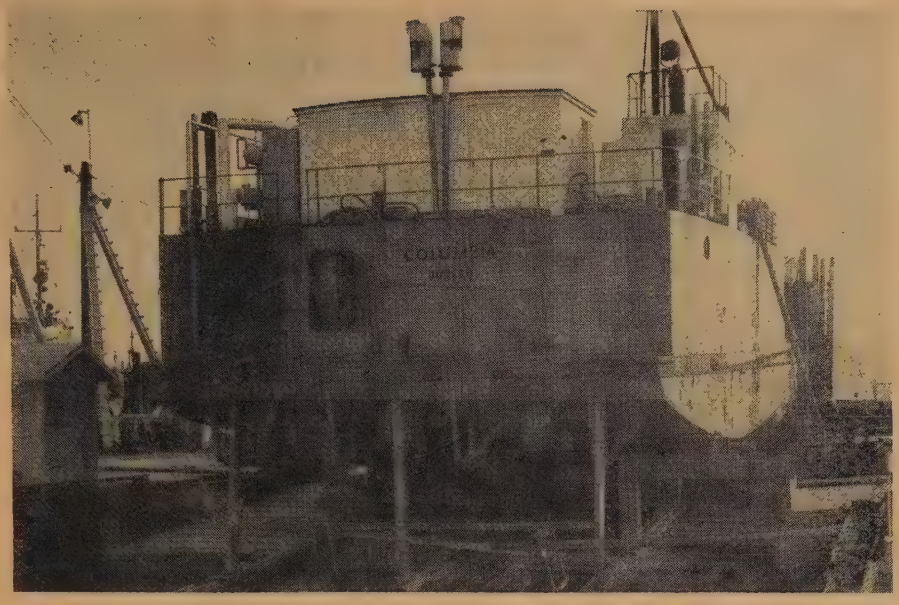
● *Marine View Boat Building Co.*, Tacoma—Pete Peterson, Jr. is about to start construction of a 48′ troller.

GM-powered, for an owner who hopes to have the vessel in time for tuna season. They are waiting for designs. Blueprints are on the way from Norway, where Pete's father, the designer, now lives.

● *Prothero Boat Co.*, Seattle, had the troller *Becky* in from Sitka for alteration work.

● *Jacobsen Boat Co.*, Seattle—George Jacobsen is building two boats, a 48½' by 14' seiner nearly complete and another, 52' by 15', for which keel has been laid. The first vessel is powered by a GM 6-71 diesel, 2½" Tempalloy shafting in Goodrich bearing, turning a 40" by 26" Coolidge propeller. The 23-net-ton vessel will have Kolstrand winch, Kaar radiotelephone, Olympic stove, Thompson anchor winch and steering by Elliott Bronze. It will carry 8-man crew. Vessels in for repairs included the *Torget*, changing engines, and the *Sea Quest*, in for painting.

● *Foss Boat & Joiner*, Port Blakely, is building a 32' by 11' gillnetter for Charles Albrightsen, who will operate in Southeast Alaska with it, according to present plans. Recent repairs in the yard included the 32' *Panda*, gillnetter of Poulsbo, in for damage repairs and the purse seiner *New Elida*, hauled out for bottom paint.



Columbia, sea water chilled power scow, was having half of her steel bottom replaced at Duwamish Shipyards, Seattle, when **Pacific Fisherman** took this picture.

Modern construction methods are employed at Kazulin Shipbuilding, Tacoma, on this new combination troll and gillnet boat.

● *Marine Construction & Design Co.*, Seattle — New construction here of most interest is an order for 12 *aluminum* gillnet boats for Kenai Packers. Details were not known at this writing but will be given later. Other new construction includes four 54' steel seiners destined for the Chilean fisheries, three steel seine skiffs and a 39' steel seiner. Repair jobs include the *John N. Cobb*, in for a new crow's nest; and five Alaska seiners including the *Patricia Mae*, *Clarewood* and *Sonar*, for general repairs; the *Sea Comber* in for repair after an engine room fire; and the *Augusta*, down from Petersburg, for new planking, stern bearings, and repitching propeller.

● *Pacific Fishermen, Inc.*, Seattle—Halibut and trawling vessels in early here included the *Zenith*, for complete recaulking and a new mast; *Sherman*, in for raising bulwarks and stem; *McKinley*, Celastic work on the house; *Vansee* for new steel stanchions and pen boards in fish hold; *Oceanus* for new fuel tanks and new mast; *Traveler*

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Chilled seawater tanks are being installed in the **Chirikof** at Maritime Shipyards and Petrich Machine Works. Note refrigeration piping removed.

for steel sheathing gear in way of the drag doors; and *Freya,* building new stern fuel tanks.

● *Sagstad Shipyards,* Seattle—A new 34′ beach seiner is being built for T. L. Soley and son Earl, for operation probably in Cook Inlet area. Designed by William Garden, the boat is 11′ beam, 3′ draft. Repair work included, at this writing, the 65′ *Nina B.,* dragger, for new frames and new planking; and the 72′ *Excel II,* in for new after tanks, bilge stringers and bulkhead work. Howard Sagstad reports progress in plans for the yard to construct covered moorage and install marina facilities.

● *Maritime Shipyards and Petrich Machine Works*—Extensive repair jobs in this yard, well known for the complicated rebuild jobs it has tackled, include realigning the twisted hull of the collision-damaged limit seiner *Ocean Cape,* now nearly ready for service, and a similar hull repair on the 80′ tender *Alma,* also damaged last season. The power barge *Teal* has had stern removal and replaced with an extended stern giving 4 feet more to her overall length — the second lengthening of the same craft at Maritime. New and larger twin diesels were installed, GM 6-71's, through the open stern. The yard has been doing a complete conversion to chilled-seawater fish storage on the *Chirikof.*

Note that the yard and machine works are now combined as one firm with the purchase of Maritime Shipyards by Ken Willison, who has owned and managed Petrich Machine Works for several years. Joe Glass and Leo Barnecut remain with him to assist in the management of the combined firm.

● *Fishing Vessel Owners Marine Ways,* Seattle—Nels Soderberg reports a number of vessels in at this Seattle repair yard, among them the halibut schooners *Seymour, Eclipse, Seattle* and *Northern,* for haulout, painting or general repair. The combination halibut and sardine vessel *City of Seattle* was in for tailshaft and propeller repairs and general overhaul, and the *Ilene* for a new GM 62207 diesel from Evans Engine & Equipment. The engine is also designated 6-110E, a new 4-valve model rated 227 cont. hp at 1800 rpm. Limit boats *Joann* and *New Sunrise* were in the yard for general overhaul, and the *Husky,* pilot boat for the Kuskokwim River, was brought in by Capt. Ole Sumstad for a big repair job. The *Valor III* was repaired after being brought back from Honolulu aboard a steamship. This is the vessel that was owned by Capt. Louie Ragness, who died sometime aboard during a voyage alone to California. The craft went adrift and carried the captain's body far across the Pacific to within 300 miles of the Hawaiian Islands. When found the vessel had only slight damage, and it has since been purchased by Capt. E. Hodges of Seattle.

The BCF research vessel *Tordenskjold* was in the yard for installation of one of the new Norwegian-made Simrad depth finders recently.

● *Vic Franck's Boat Co.,* Seattle—Vic Franck reports an early start to fishing vessel repair work at his yard with some reservations being made almost four months in advance for the marine ways. Recent repair jobs include the 46′ troller *Deep Sea,* in for caulking decks; the 45′ halibut boat *Gloria II* for insertion of a graving piece in the stem; Alaska troller *Karolee* brought in by Roger Bailey for minor repairs and installation of a 4-cylinder GM diesel by owner. Alan McCay's *Guffy* has been rigged for Alaska shrimp fishing near Wrangell this season, with new winch, booms, and recording Ross depth finder. The 42′ seiner was built in Wrangell.

George Jacobsen has built a 48½′ seiner and it is shown here next to the keel of a second seiner, 52′, coming up.

● *Commercial Marine Construction Co.,* Seattle—Six vessels were on order here at this writing. A 32′ by 11′ seiner was being built for Chignik Fisheries, a 34′ by 13½′ seiner for

San Juan Fishing & Packing Co., and four gillnetters, 32′ by 10′ for various other operators. One of the seiners was to have a Ford marine diesel from Pacific Fishing & Trading Co., the other a Chrysler engine; one gillnetter will have a Chrysler Crown and another a Chrysler Royal Special V-8, from NC Marine; and a pair of gillnetters is to have new Graymarine 165's from Apex Marine & Equipment Co., and fitted with 2:1 Paragon gears.

● *Poulsbo Marine Ways,* operated for two years now by Henry Stewart, is building two 32′ by 10½′ combination seine-gillnetters for Les Maxwell of Cordova. They are planning to use 225-hp Chrysler Imperial Special V-8's for them, with 23 by 19-inch Federal Tru-Pitch propellers.

● *Duwamish Shipyards,* Seattle—Arthur Larsen reports that the yard is building three seine skiffs, 22′ by 9′. One is for the P. E. Harris Co. and two are for Carl Moses. They are to be powered by outboard motors, 50-hp Johnsons, set in wells amidships. The yard is also doing a large repair job in the bottom of the 115′ steel chill-vessel *Columbia,* for Washington Fish & Oyster Co. Shafting and wheels are being overhauled in the job.

● *Blanchard Boat Co.,* Seattle, has built a 42′ by 13′ seiner, powered by GM 6-71 diesel with 2½:1 Twin Disc reduction and 30″ diameter Coolidge propeller. Planked with Alaska cedar, the vessel draws 4′ light.

● *Tripple & Everett Marine Ways*—Two vessels under construction here are a 35′ by 12′ beach seiner to be powered with a Ford 6-cylinder diesel, and a 48′ by 13′8′ troller with GM 6-71 diesel for Ed Bosley of Seattle.

Abalone Closure Sought

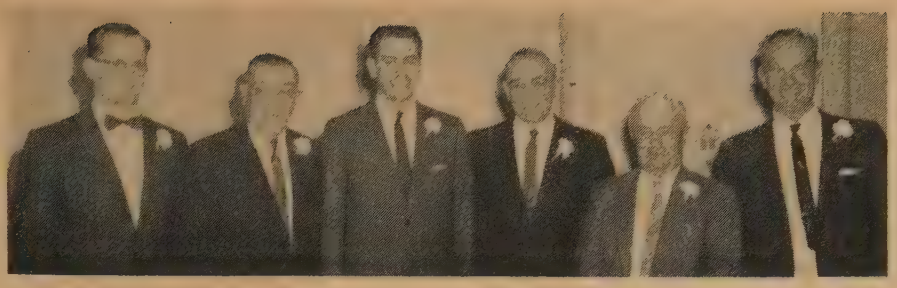
A bill to halt fishing for abalone from shore in certain areas of southern and central California has been introduced by Assemblyman Frank P. Belotti, Eureka.

The bill would prohibit commercial taking of abalone less than 150′ from any point on shore. Present law prohibits fishing in water less than 20′ deep.

Calif. King Salmon Spawning Rises Sharply

King salmon, which pulled a "disappearing act" last year, showing signs of returning to their California ancestral spawning grounds.

Egg production at the two king salmon hatcheries in California is well ahead of last season.



Annual reunion of the members of the Lower California Fisheries Association was held at the El Cortez hotel, San Diego, in January. Some 150 members and their families attended. While the organization has been inactive for some years now, it continues its identity by electing officers annually. Here, left to right, are those chosen for 1959: Anthony S. Chiappe, president; Joseph J. Camillo, business manager; board of directors: Anthony Bregante, Jr.; his father, Julius; and John Zollezi. The other board member, Larry Canapa, was at sea fishing and unable to attend.

San Pedro Seinermen Elect Joe Calafano

Joe Calafano, owner of the *St. Augustine II,* was last month elected president of the Fishermen's Co-Operative Assn. of San Pedro, league of purse seine vessel owners.

Matt Dragich of the *Sea Scout* was chosen vice-president, and Tony DiLeva of the *St. Christina II* was named secretary-treasurer.

The incumbent board of directors consists of the following, in addition to the officers:

Barney Marincovich of the *New Sea Rover;* Norman Mezin of the *Determined,* newly converted vessel, formerly the tuna clipper *Challenger;* Anton Mizetich, owner of the *Anthony M.,* this year again the top boat in the seiner fleet; Tony Pisano of the *St. George II;* John Sima of the *City of Naples II* (Mr. Sima was formerly skipper of the *Santa Teresa*); and Andrew Tipich of the *San Pedro Boy,* who formerly commanded the *Sea Pride.*

Opens Electronics Store

Dale Detwiler, San Jose, has opened a marine electronics sales and service store at Moss Landing, Calif., adjacent to the marine supply store there.

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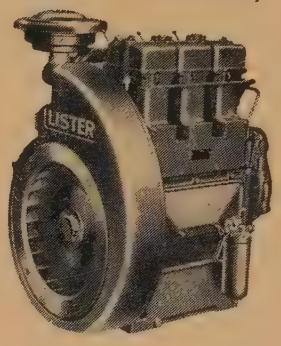

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1959 HALIBUT REGULATIONS

Expected to Keep Close to Course Which Paid High Shares in 1959

● Halibut regulations running close to the course marked out for last year were forecast when the International Pacific Halibut Commission sat down with the industry late in January to take a look at the past, a peek at the future, and at least a glance at the industry advisors' recommendations.

In its official memorandum to the industry, the commission said:

"When changes are made in fishing seasons or catches, it is desirable that the changes be maintained for several years to discount variability and ascertain the true effect of the changes upon utilization. *This would appear to apply particularly to Area 3B, which was opened earlier in* 1958, *and where the catch was substantially increased.*" (Emphasis supplied.)

This is hinting pretty plainly renewal of the "incentive" season which grants a bonus of 30 days extra fishing to anyone hardy and ambitious enough to first beyond the Shumagins and into Bering Sea through April.

● The commission made it plain also that any voluntary between-trip lay-in program would have a lot to do with determining the season opening dates. Ultimate decision with regard to split seasons also would be an important factor in timing the main seasons.

There was a hint as to the think of the commission staff on the subject of second seasons. It goes like this: "The second season in Area 2 permits fishing at a time when some important stock compounds, not fully available in May and June, can be caught by the fishery."

That's a vote *for* a second season, with this hedge: "In at least one section of Area 2, namely the inside waters of Southeastern Alaska, the stock of halibut appears to have reached a condition similar to that which led to the closure of the Goose Island-Cape Scott region during the second season in 1928."

That makes it seem unlikely that S. E. Alaska inside waters will be open to fishing during any second season in Area 2 this year.

● Hopeful suggestions from the industry for a quota of 27 million pounds in Area 2 and 30 million in Area 3A didn't get much encouragement, the commission's memo hinting at preference for a second season instead, using these words: "Decisions regarding catch limits must be based upon the condition of the stocks, the extent to which early and late stocks intermingle, and the expected from the latter during any second season or seasons."

On the subject of the opening of the Masset and Timbered Islet nursery grounds again in 1959, the commission commented: "The results of the 1958 fishery in these areas . . . justified their opening."

● Indication that the Halibut Commission Staff considers the 1958 level production about right was noted in the remark of F. Heward Bell, assistant director, that it was "reasonably satisfactory production in the present condition of the resource."

The strong year class which originated in the spawning of 1944 is still providing a substantial portion of the catch in Area 3; and the catch-per-skate there moved up strongly in 1958, probably in part at least due to the remarkable effectiveness of octopus as bait.

Tagging results from the 1956 Bering Sea tagging operations, when 2,424 fish were marked, revealed migration over a remarkably wide range of sea. Tags from the Bering already have been recovered all around the edge of the Gulf of Alaska and as far south as Dixon Entrance.

It is interesting also that the winter tagging on the W Ground near Yakutat produced a very strong movement to Westward, as well as some dispersion south into Area 2.

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Anthony Nizetich Named San Pedro Co-Op Manager

Anthony Nizetich, attorney of San Pedro, was named last month the new manager of the Fishermen's Co-operative Association, organization of San Pedro, Calif., purse seine boat owners.

Mr. Nizetich, son of Tom Nizetich, has been brought up in the midst of the fishing community. His father, a pioneer of San Pedro purse seining, came to the southern port from Washington, where he had engaged in purse seining before the '20s. Anthony Nizetich was born in San Pedro and educated in San Pedro public and parochial schools.

He received his AB from University of Southern California and earned a Bachelor of Laws degree at Southwestern University, Los Angeles. Throughout his school and college career, Mr. Nizetich worked in canneries and on fish boats and gained a knowledge of fishing, fish processing and the fishing community that he expects to serve him well in his new capacity.

He will close out his growing legal practice in San Pedro and devote full time to the Co-operative.

Besides practicing law, Mr. Nizetich has served on the staff of Harbor Junior College as instructor in business law. This activity he is also discontinuing.

The new co-op executive served in the Navy in World War II as a navigator on attack cargo vessels, coming out of the conflict with the grade of Lieutenant j. g. He is married, the father of three girls, and lives in San Pedro.

Anthony Nizetich, newly appointed manager of the Fishermen's Cooperative Association, San Pedro purse seine vessel owners organization.

"Jackie Jo," Rebuilt, Is Now "Pacific Pearl"

The Grays Harbor crab and shrimp fishing boat *Jackie Jo* is fishing this spring under a new name, *Pacific Pearl,* the brand name owned by Ivar Wendt, Seattle seafood broker, who also owns the vessel.

The craft was overhauled and rebuilt at Aberdeen by Richard Sutterlin, manager of the Pacific Pearl operations there.

In rebuilding the vessel much excess machinery and weight was removed, so the vessel attained approximately 2' of additional freeboard. About the only items of her former mechanical gear retained were her twin D13,000 Caterpillar diesels, which NC Marine, Seattle, serviced and found in fine condition despite the long service they have delivered in a rugged, heavy-duty crab-troll-trawl fishery. They deliver their power through 2:1 Twin Disc gears.

"Invader" Is Repowered

NC Marine, Seattle, reports that Chris Petersen's *Invader* was repowered with a new Caterpillar D353 marine diesel rated 290 hp. at 1200 rpm, with 4-to-1 reduction turning a 65" by 54" Olympic propeller.

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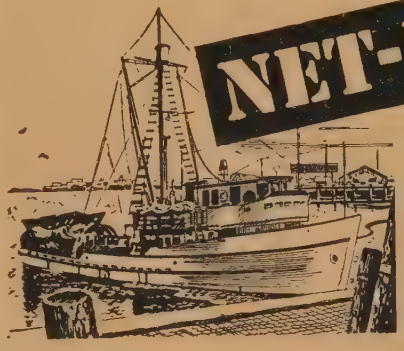

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FOR SALE: Boat "Betty Zane". Built 1955, 34'x12'. Flying Bridge, 8 ton Hold, G M Diesel, 85 Watt Radio, Wood Freeman Pilot with remote control, D. F., Fathometer Recorder with repeater, Loran, 3 spool Salmon Gurdies. Picture sent on request. Call or write Glenn DeLay, 3225 Reva Dr., Concord, Calif. MUlberry 2-2734.

FOR SALE: Enterprise Marine Diesel, Mod. 4-R, 10½" x 15", 165 hp, in good operating condition. Sell complete or parts. Robert E. Simmons, Route 1, Box 110, Tillamook, Oregon.

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WANTED: Someone to fish my 71', 18' beam, twin screw, hold aft, boat, sharing percentage of net. Can provide maintenance work. G. H. Sternberg, 1522 S. E. Carlton St., Portland 2, Oregon.

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Moss Landing Boosters Seeking Better Harbor

● Fishermen and business men of Moss Landing have been saying for years: "We want good water, a harbor deep enough for navigation, adequate moorage space, electric and sanitation facilities and the other requirements for making this the good harbor it can be."

A big step toward realization of these plans was taken last week when a new organization held a founding meeting and adopted the name Moss Landing Development Association. It is composed of men representing fishermen's groups and business here. The objective is development of Moss Landing's south harbor to the fullest extent and potential by presenting plans, suggestions and ideas to the harbor commission for execution.

The following program was adopted as near the order of necessity as can be determined at this time.

1. Water. An adequate supply of fresh water.
2. Dredging as necessary for mooring and navigation.
3. Moorage. Suitable floats and piers for present and future mooring.
4. Establishment of harbor district property lines and suitable bulkheads.
5. Electricity as necessary for use of boat owners and general public.
6. Sanitation facilities for use of boat owners and general public.
7. Area designation for commercial operations, moorage and parking.
8. Harbor district facilities. Acquiring land and buildings for use of harbor master office, commissioners office and meeting hall. Locker space for storage of boat equipment.

The group elected Leonard Shirrel chairman of the association for a term of one year. Dick Woodward was chosen secretary-treasurer for a term of two years.

A long needed service for fishermen has been added to the facilities at Moss Landing. Dale Detwiler of San Jose has opened a shop next to the

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marine store for the sale and repair of marine radios and depth finders. Kaar, Apelco and Bendix radios, Raytheon and Bendix depth finders are now available "on the island."

* * *

Sale of the 46′ diesel troller *Wanderer* by Almon Wyatt of Modesto to Marion Robinson of Belvedere is announced by Woodward Brokerage of Moss Landing. The heavily built boat has a 70 hp. Caterpillar engine, 2:1 bronze shaft, 12 volt electrical system, Fisher 70 watt radio, Fisher direction finder, Wood Freeman automatic pilot, 7 ton Universal compressor and 6 spool Kolstrand gurdies.

* * *

Paolo Flores an old time fisherman of the Monterey bay area died recently. Flores was 80 years old, a resident of Monterey for half a century and fished commercially in the early days of the industry. He was born in San Vito, Lo Capo, Sicily.

* * *

Ralph Marsh of Marsh Marine Products has returned to his home in Pacific Grove after a stay of several months in Cochin, India. Mr. Marsh was responsible for setting up a factory there which processed and packaged the small choice shrimp found in the lagoons.

* * *

Frank Martins skipper of the troller *Joyce* and much beloved by all who knew him died in Salinas on Christmas Day. In addition to his large family of children and grandchildren many foster children called him Papa. For years Frank and his wife had taken children to raise who had come from broken homes.

Trawlers' Pledge Wins Concession on Petrale

Washington otter trawl fishermen have agreed voluntarily to refrain from fishing on grounds and in areas where spawning petrale sole are in evidence, in return for a relaxing of the limit on petrale sole caught incidental to normal trawl fishing during the period December 20 through April 15. New limit for incidental petral catches will be 3,000 lbs. or 8% of the net landing per boat trip, whichever is greater, and not exceeding two such trips per boat per month, Milo Moore, Director of the Washington State Department of Fisheries, said.

"This voluntary action in the interests of conservation by the trawl fisherman is a step in the right direction," Mr. Moore said. "Such cooperation will do more good in conserving fish than any regulations we may enact, particularly in the offshore fisheries."

Trawl organizations making the assurance of cooperation are the Fishermen's Marketing Association of Washington, Inc., and the Northwest Trawlers Association, Inc., representing boat captains and owners of the state's trawl fleet.

Mr. Moore also announced new regulations for the coastal shrimp fishery and the northern Puget Sound herring fishery. New incidental foodfish catch limit for shrimp trawlers is 3,000 lbs. The herring fishery has been expanded by the addition of an area around Lummi and Eliza Islands, with a quota of 1,000 tons for the balance of this season, ending February 5. Biologists estimate there are 25,000 tons of herring in the area.

Sea Water Chilling Fit for Small Boats

Use of refrigerated sea water for preservation of newly caught fish, developed on the West coast by scientists and engineers of the Fisheries Research Board of Canada, is applicable to small fishing vessels, according to reports to the board.

Refrigerated sea water facilties were installed last year in two small vessels in B.C., which were operated successfully. Installation of double-walled steel tanks without reducing the vessel's normal holding capacity was one of the interesting features. The boat was operated not only as a troller but as a seiner and packer. In addition, it could be used for crabs, which could be brought to port alive in the tanks. Those who designed the boats and tanks claim that the equipment would be equally adaptable to long-line halibutters and trawlers.

The report stated that a refrigerated sea water installation for a salmon cannery, completed in 1958 (Nelson Bros. Fisheries at Steveston) had given a successful practical demonstration of the suitability of this medium for refrigerating large quantities of salmon for short-term holding. The chilling of whale meat by this method is being investigated by B.C. Packers.

Crab Fisherman Drowns

Lawrence R. Ostertag, 50, skipper of the 28′ crab boat *Eva L.* was lost overboard and drowned as the vessel pitched and tossed him into the sea just south of the Humboldt Bay, Calif., entrance.

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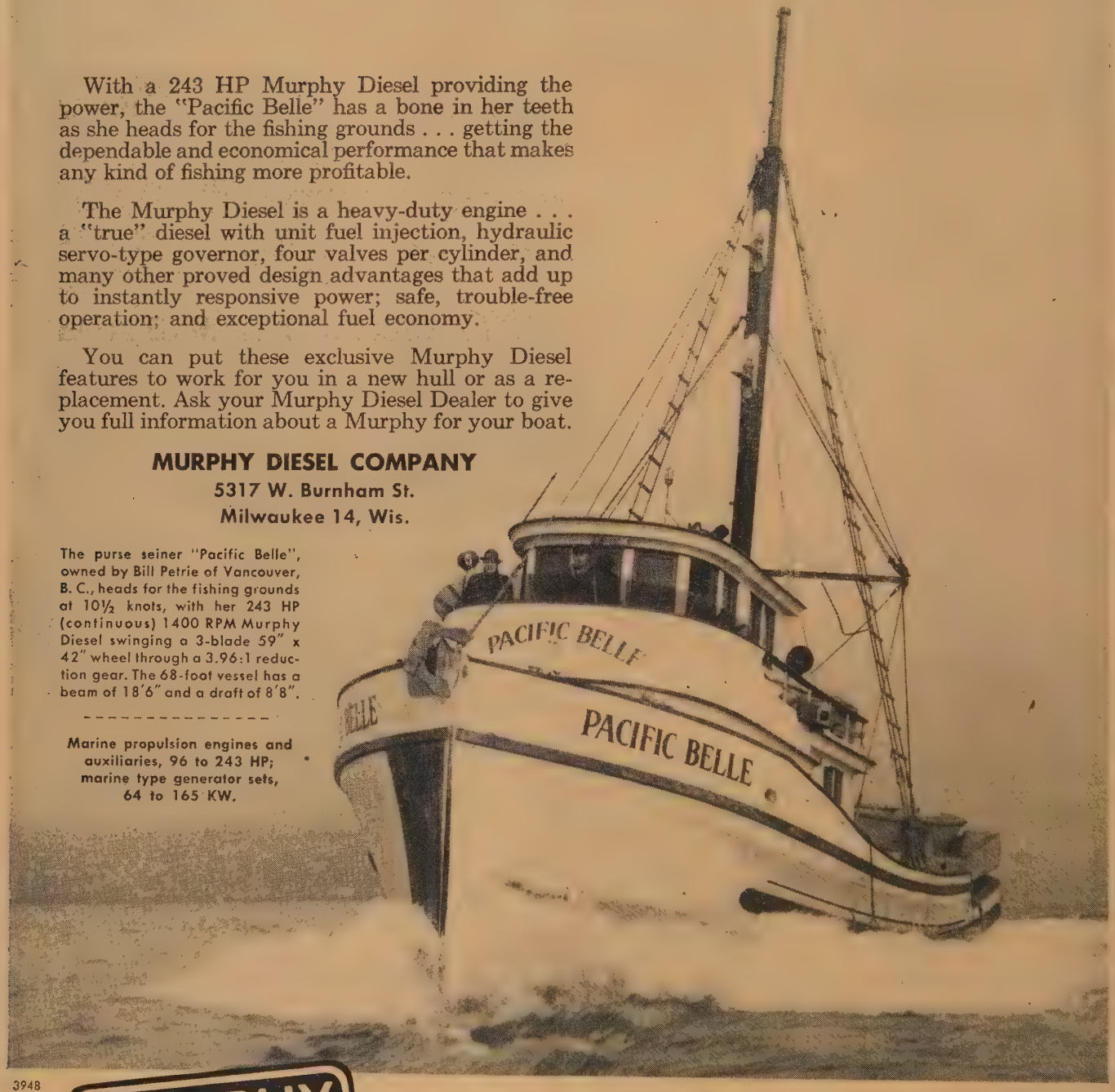
The purse seiner "Pacific Belle", owned by Bill Petrie of Vancouver, B. C., heads for the fishing grounds at 10½ knots, with her 243 HP (continuous) 1400 RPM Murphy Diesel swinging a 3-blade 59" x 42" wheel through a 3.96:1 reduction gear. The 68-foot vessel has a beam of 18'6" and a draft of 8'8".

Marine propulsion engines and auxiliaries, 96 to 243 HP; marine type generator sets, 64 to 165 KW.



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Northern California Seafood Institute 1959 officers, meeting in San Francisco last month. Front row—Guido di Piano, Central Fish Co., Oakland; and Charles Friscia, A. Friscia Seafoods, directors; Ed Puccini, A. Puccini & Sons, treasurer; Lloyd Turnacliff, Meredith Fish Co., Sacramento, president; and Lionel Shatz, A. Paladini, Inc., vice-president; rear row—Robert O. Cole, seafood broker; Joseph Tarantino, Bell Smoked Fish Co., and John G. Martin, food broker, directors. Missing when the picture was taken were Rod Barnes, Standard Fisheries, Inc., accountant; and John Gilchrist, secretary. Beside the election of officers other important business was the progress report on the proposed California fish marketing act.

Murphy Will Co-ordinate Calif., Oceanic Research

● With the appointment of Garth I. Murphy as coordinator of the California Cooperative Oceanic Fisheries Investigations that group now has one of the top flight men in the field heading what is thought to be the largest oceanic fisheries research program in the world.

CCOFI spends nearly a million dollars a year through five research agencies, the U. S. Fish & Wildlife Service, the California Department of Fish & Game, the Scripps Institution of Oceanography, California Academy of Sciences, and Stanford University, seeking the answers to many questions concerning sardines, mackerel, and other fishes.

Mr. Murphy, before his appointment, was head of the Pacific Oceanic Fisheries Investigation, which is thought to be the second largest such endeavor in the world.

Dr. Robert C. Miller, director of the California Academy of Sciences in San Francisco, tells of the action thus:

"The matter of hiring a coordinator has been talked about ever since the CCOFI program started 10 years ago. The reason we didn't hire a coordinator at that time was that when we had the man lined up we didn't have the money. We have never had much money for salaries, and we realized that the man for the job must be high powered and thus expensive.

"So as a stop-gap in those early days we formed a committee consisting of the heads of the cooperating agencies. In the planning stages of the program this worked fine but later on the heads of the cooperating agencies were not the ones closest to the research being undertaken. Two years ago we formed a different kind of committee—men closer to the actual investigations.

"All through the years the Marine Research Committee, appointed by the governor, has been coordinating the investigations, and Julian Burnette, chairman of this committee, has given an immense amount of his own time to the work.

"Last year it was decided to appoint a top fisheries scientist who would work with all five cooperating agencies and with the Marine Research Committee, and who would be responsible to the committee, which is, as mentioned above, responsible for coordinating the whole program.

"Mr. Murphy's duties will be to coordinate the work of the CCOFI agencies, to advise the Marine Research Committee, and to represent the Marine Research Committee on the CCOFI committee in the matter of policy, interest, and allocation of funds.

"In a nutshell, the purpose of Mr. Murphy's appointment is to achieve a more complete coordination of the activities of the five agencies and a better liaison between the Marine Research Committee and the agencies.

"The Marine Research Committee meets but a few times each year, and a man was needed to take care of matters between meetings.

"In order to obtain Mr. Murphy's services a contract had to be made with one of the cooperating agencies and the California Academy of Sciences was selected to employ Mr. Murphy.

"During the early days of the investigations there were almost no sardines to investigate. Now that sardines have again been spawning as far north as Monterey, the CCOFI has something to work on. We have learned a great deal about sardine biology but the return of the sardines to California waters enables the CCOFI to make a comparison of conditions in the ocean between the years when they were not there, and now when they are back, bearing in mind of course that the maximum California catch was approximately 727,000 tons in 1936-7, as compared to the current season's catch of about 100,000 tons.

"We now know what conditions in the ocean are when sardines are scarce, and if the seasonal catch continues to increase we shall be able to make comparisons of oceanic conditions in times of scarcity and abundance.

"I look forward to very productive investigations in the years ahead."

John Wilkinson Heads Puget Salmon Canners

John S. Wilkinson, Puget Sound area manager for the Alaska Packers Association with headquarters at Semiahmoo, in December was elected president of the Puget Sound Salmon Canners Association. The meeting was held in Bellingham Dec. 16 at the time of the regulations meeting of the International Salmon Commission.

Other officers elected were Robert O. Pierce of Whiz Fish Products Co., secretary; Don Franet of Nakat Packing Corporation, treasurer; Herald O'Neill, executive secretary.

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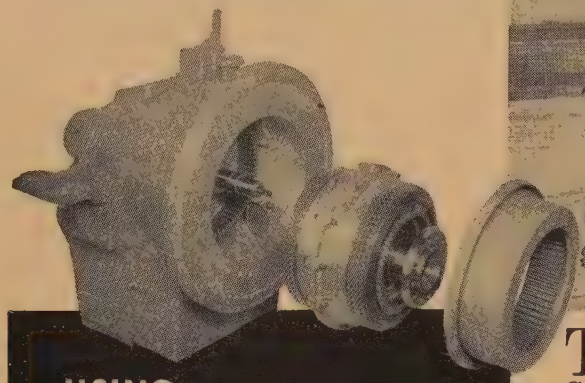

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The 50" x 34" FEDERAL wheels with which these vessels are equipped.

John M. Gizdavich, in charge of frozen tuna import requirements of the Columbia River Packers Association, Inc., recently advanced to vice president of the corporation.

Columbia Winter Fishing Reduced by 17 Days

Columbia River February fishing season was reduced by 17 days by action of the Oregon Fish Commission and the Washington Director of Fisheries in January.

The winter gill net season will open this year at noon on February 15 and run through noon March 1. This reduces the normal winter season by 17 days.

"The later opening will eliminate commercial fishing during the first half of the month to provide increased escapement of steelhead and salmon during the winter season," the Oregon chairman said.

"The few days delay in announcement of this decision has afforded the regulatory agencies time to reconsider several differences which arose in establishing new dates for various season changes."

"There will be close observation of the February commercial season, and the Commission may possibly call another public hearing before this season closes," he stated.

"Due to the extremely poor conditions in stocks of silvers, chums, and chinook during the fall season, and the need for further protection during November, the commercial fishing season for that month is also under continued study," the Chairman said.

"Progressively greater restrictions during this month have in recent years shown some benefits to spawning stocks, but not enough," he said. "During 1958 only three days of fishing was permitted per week or a total of 12 days during November. There was strong support at the recent public hearings for a complete close of salmon fishing during November," according to the Chairman. Final determination on this matter will be reached and announced soon, according to the Fish Commission.

Other commercial seasons on the Columbia River will remain the same as in 1958.

Linen Thread Co. Sold To Indian Head Mills

An agreement to purchase The Linen Thread Co., Inc., by Indian Head Mills, Inc., was announced in New York January 23 by James E. Robison, president of Indian Head, and in London by W. E. Luke, managing director of The Linen Thread Company Limited, Glasgow, Scotland. The purchase was for cash and notes, and the transaction involved about 12 million dollars.

The Linen Thread Co., Inc., a wholly-owned subsidiary of Linen Thread Co., Limited, has operated mills in the United States for over 100 years, manufacturing threads, yarns, twines, sports nets and fish netting. Principal plants are located in Paterson and Kearny, New Jersey, and Blue Mountain, Alabama.

Mr. Robison said that the company will be operated as a wholly-owned subsidiary of Indian Head. H. E. Kegelman will continue as president of The Linen Thread Co., Inc.

As in the case of all transactions of this nature involving British companies, the sale is subject to the approval of the British Treasury.

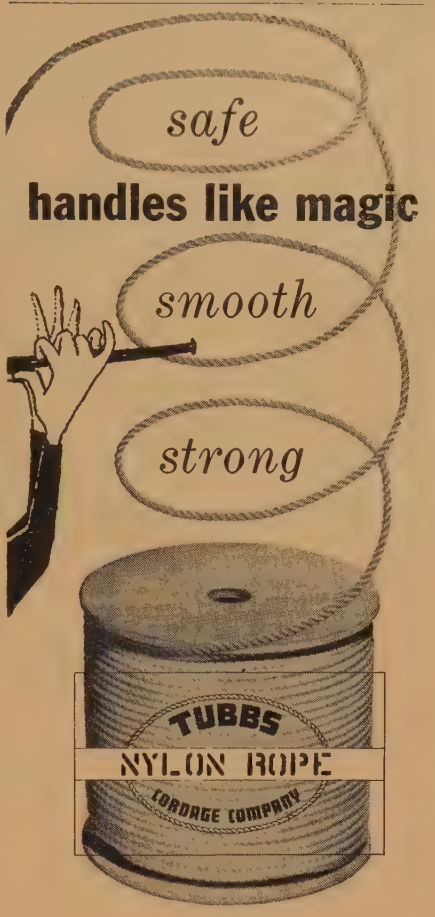
"Dams-Aid-Salmon" Doctrine is Blasted

Val Gwyther, hydraulics engineer, told the Canadian Institute of Mining & Metallurgy in Vancouver, B. C., recently that dams on the Fraser could be beneficial to the salmon industry, but Loyd Royal, director of the International Pacific Salmon Fisheries Commission, was not impressed.

Artificial propagation, said Mr. Gwyther, would help establish an environment favorable to the fisheries population regardless of power dams. But Mr. Royal pointed out that artificial methods will never provide a satisfactory substitute for the loss of natural spawning grounds of either Pink or Sockeye salmon on the Fraer. Nor would such methods be economically or biologically sound, said Mr. Royal, who quoted from statements by Milo Moore, director of Washington state fisheries, in support of this contention.

George Dollar Dies

George Dollar, 58, former superintendent, California Packing Corporation, and Peninsula Packing Co., Monterey, died last month.



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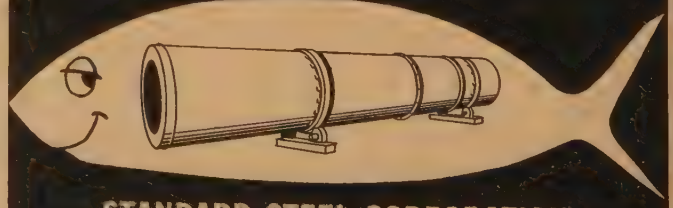

STANDARD STEEL CORPORATION

5013 South Boyle Street, Los Angeles 58, Calif.

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Section of PACIFIC FISHERMAN — February, 1959

1959 Canned Fish Export Outlook

As seen Through Eyes of Japanese Leaders

● Japanese views on 1959 canned fish export prospects by products are presented in the following paragraphs. They constitute condensations of views expressed to *Pacific Fisherman's* staff representative in Tokyo during the first week in January by spokesmen of the canned fish manufacturers associations and ranking executives of the Japan Canned Food Exporters Association; in short, by the outstanding specialists of Japan in this aspect of her fisheries.

Canned Tuna in Oil

● "A target of 2,200,000 cases has been established for 1959, but attainment of this quota will be difficult. There is no magic formula for the achievement of the quota, but we expect to make every effort to do so, and with price stability.

"We cannot as canners ignore the problem of recent overseas developments. If overseas tuna fishing bases established for Japanese fishing vessels with foreign joint management should embark upon canning on a large scale, the pack naturally would be sold to America, where it would impinge upon our interests, developed there through our long and earnest efforts.

"Nor can we overlook the problem of Japanese export of tuna loins and discs, a trade we are anxious to have Japanese official quarters bring under control.

"Japanese export of canned tuna in oil was extended to about 1,240,000 cases in 1957, but this growth was a product of a somewhat hazardous campaign which departed from commercial stability.

"In 1958 the quantity declined to 850,000 cases, a rather healthy figure. In 1959 export shipment of 1,000,000 cases seems possible, but for the attainment of this target cooperation between packers and exporters, with concessions on both sides, seems highly necessary, whatever new mechanisms and sales strategy may be devised."

Canned Crab

● "In the canned King crab export trade a running stock of at least 150,000 cases should be on hand at all times, and in view of this the carryover from past packs into the coming season appears altogether satisfactory. A handsome pack of Zuwai crab should also be easily cleared, because of the virtual exhaustion of inventories of Kegani crab.

"Prompt measures by the national government in cooperation with the Hokkaido government for the rehabilitation of the depleted stocks of Kegani are highly desirable."

Canned Salmon

● "Opening of the British market in September, 1958, gives a bright outlook for sales of the new 1959 pack, but further efforts should be made to cultivate secondary markets. Until the 'Divine Wind' of 1958 occurred, Japanese canned salmon packers and dealers had been incessantly endeavoring to produce such a development, through direct contact with the British trade and through the government. This should not be forgotten.

"If there should be any anxiety when the 1959 season is over it will be as result of competition from a Soviet pack of Pink salmon offered in the international markets at non-commercial prices, since 1959 will be the big year for Pinks in the Okhotsk Sea.

"Because of the few troubles experienced in 1958, an administrative measure will be taken in 1959 to assure that only 'fancy' grade Pink and Chum salmon can be exported to the United Kingdom and the United States. So-called 'standard' grades of these species will be permitted to be exported to markets other than the U. S. and the U. K."

Canned Sardines

● "Japan's canned sardine trade was under attack by Canadian and South African packs abroad, and by canned saury at home during all of 1958. Reduction in the cost of raw fish is not expected.

"Japanese packers of 'green color fish,' that is, sardine, saury, mackerel and Jack mackerel, should cooperate from a national standpoint so adjustment of prices and markets may be negotiated among themselves.

"Since there remains an unsold pack of over 300,000 cases, we cannot recognize unlimited packing operations this year. Elevating the standing of Japanese brands should be attempted. Sardines cannot stand aloof. They must think of rationalization of management. Otherwise they will be blown down by foreign packs, or stripped of

California Imports of Frozen Tuna

Cumulative data in tons for 1959 through Jan. 17, and for other years to the nearest comparable date. Data from U. S. Market News Service

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	101	....	457	..	558
San Pedro	559	543	2,303	..	3,405
San Diego	....	....	....		....
Total to Jan. 17	660	543	2,760	..	3,963
1958	1,269	236	2,126	..	3,631
1957	630	1,262	1,925	73	3,890

the domestic market by saury."

Canned Saury

● Export canned saury industry, which was blessed with a low beach price for fish in 1958, made a big expansion in that year, and in 1959 the export of around 1,000,000 cases is expected as the product develops a market of its own. Our 1959 packing target is expected to be about 1,500,000 cases, although cooperation with the canned sardine industry is one of our primary problems. We have spent a substantial sum of money in development of new markets, and again in 1959 a market investigation party will be sent overseas. In order to secure improved quality and to stabilize the export price, we are demanding that the government undertake control measures be taken by the government against frivolous outsiders entering the business.

"A remarkable benefit to the canning world of Japan was the late 1958 cut of ¥5,000 per ton in the price of tinplate. This is a good thing, but we further want a higher percentage of rebate money paid for cases actually shipped abroad."

Quality
Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Southern California Domestic Tuna Receipts

Cumulative totals for 1959 through Jan. 17, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	559	12	1,676	3,372	.	5,619
San Diego	..	..	1,171	1,355	.	2,526
Total 1959 through Jan. 17	559	12	2,847	4,727	.	8,145
Total 1958	1,271	..	2,286	4,236	1	7,794
Total 1957	94	..	4,210	4,399	7	8,783

Quarter-Flat Crabmeat Pack Attracts Consumers

Pacific Pearl crabmeat packed in a 3¾ oz. quarter flat can is proving decidedly attractive to a specialized group of consumers who find this size sufficient for their needs and the answer to their desire to use canned crabmeat more often than they find the normal 6½ oz. tins justified, according to Ivar Wendt, who in January introduced the pack after a six-months period of staff work and market study.

While he believes he is the pioneer with this crab can in the United States, he says that in Canada the quarter pack has been marketed for some time with most satisfactory results.

Market studies convince him that the quarter can will extend sales of canned crab, and will not merely substitute a smaller can for the usual size in the shopping basket.

The crab is priced wholesale at $7.25 per case of 24, as compared with $11.50 per case of 24 cans of the 6½-oz. size. This is designed to permit the quarter can to retail at 39c, a good 20c or more under the 59-69c price for the 6½-oz. package.

Contents of the quarters can consists of a careful blend of body and leg meat in the same percentage as the larger can. Where used in cocktail, omelet, salad, stew, or such dishes in combination with other foods, the quarter can is rated altogether adequate for two adults or a small family.

The package itself is of considerable interest. The can is the standard quarter flat used in packaging salmon, but lined with seafood enamel. Top of the can is white with a lithographed top label.

The paper label, by Schmidt Lithograph Co., departs from the *Pacific Pearl* pattern in a number of respects. First, it has a red background, replacing the usual white. Again, the primary panel on the front of the can features "CRABMEAT," rather than the *Pacific Pearl* brand name. This because the can is an unusual container for the product and it is deemed essential to emphasize the contents. Again, the lowness of the quarter tin makes it difficult to present a vignette of a crab in sufficient size and prominence to proclaim product identity in a new dress.

Ed Ryan, Arizona Broker, Gets "Chicken" Account

The Van Camp Sea Food Company, packers of *Chicken of the Sea* and *White Star* tuna, has announced the appointment of the Ed M. Ryan Company of Phoenix to represent *Chicken of the Sea* brand tuna in the state of Arizona. The organization will also represent the Van Camp Sea Food Company's line of *Willapoint* oysters and oyster stew, as well as the other specialty items packed by Van Camp.

The Ed. M. Ryan Company's offices are located at 1914 Buchanan Street, Phoenix, Arizona.

Year's First Month Sees Snappy Salmon Shipments

● Canned salmon selling was stepping a fast pace for the first month of the year, according to a sampling of broker and sales manager opinion at presstime.

Everyone was emphasizing the fact that the pack prospect for 1959 has more ifs than a shad has bones—and while most of them are concerned with whether or not the salmon traps operate in Alaska, there are a lot of biological uncertainties as well.

All of the sellers were also concerned with Lent, and definitely enthusiastic about the kind of leverage being applied to sales by the Canned Salmon promotional program.

● One seller reported that January, 1959, was the heaviest January shipment-wise in the firm's long history. This movement doubtless resulted from the increase in Pink pricing to $22, which got the goods on the road in advance of the advance.

While some distributors said that tall Pinks were the only item on the salmon market in really adequate supply at the end of January, the fact remained that the International Salmon Commission staff only a few days before re-affirmed its belief that the Puget Sound-Fraser River Pink run in 1959 is destined to be one of the poorest ever known.

Again, the Alaska trap situation leaves the objective observer with little doubt that productive effectiveness of the Alaska fishery in the Pink districts generally will be at a low level—and that in a year when no considerable runs are anticipated.

What about Chums? The Oceanic Sales Co. voices its opinion calmly and in these few words:

"Fall pack Chums and the lower quality summer pack Chums offered as "fall pack" are practically cleaned up. Top quality Chums will become progressively shorter in supply as volume distributors buy for Lenten and early Spring requirements.

An advancing market is always an active market. Brokers who have been active and have kept their customers familiar with the salmon market will find this increased activity profitable. Brokers unwilling to expend the necessary effort to sell salmon will hardly notice any difference."

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$22 -23
Sockeye, quarters	12.50-13
Alaska	
Red, talls	33 -35
Red, halves	22 -23
Pink, talls	21 -23
Pink, halves	13 -14
Coho, talls	27 -28
Coho, halves	15.50-16.50
Chum, summer, tall	17
Chum, fall, tall	16 -16.50
Chum, summer, halves	10.50-11.50
Chum, fall, halves	10
Chum, 4-lbs. (12)	18
Chinook, talls	29 -30
Columbia River	
Blueback, halves	23
Blueback, quarters	12.75-14.50
Chinook, fancy, halves	25 -26
Chinook, fancy, quarters	13.75-14.50
Chinook, choice, halves	17 -17.50
Chinook, choice, quarters	10 -10.50
Silver, halves	17 -17.50
Silver, quarters	10 -10.50
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	14.50-15
Yellowfin, chunk, 6½ oz.	10 -10.75
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	15.25-16.10
Albacore, fcy., 3½ oz.	9.15- 9.50
Albacore, chunk, 6½ oz.	11.00-13.25
Albacore, chunk, 3 oz.	7.25- 8.00
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	12.50
Lightmeat, chunk, 3 oz.	7.50
Canned Crab—	
Dungeness, 24, 6½ oz.	11.50
King, 48, 7½ oz., fcy.	29
King, 24, 15 oz., fcy.	26.50
King, 24, 7½ oz., fcy.	14.60
Northwest Shrimp—	
Wet Pack, 24, 6½ oz.	8

They Add Up To A Lot of Sales!

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SALES COMPANY
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Columbia River Packers Assn., Inc.
Astoria, Oregon

Tuna, Salmon, King Crab Meat, Frozen Seafoods, Seafood Delicacies

NOISE ISN'T HORSEPOWER, EITHER

We recently pointed out that the 'paper horsepower' figures all too many people are using nowadays are very confusing to boat owners (and automobile owners, too). A '48 Chris Craft owner was aboard our Cat Turbo D315 powered Angelina* at the Vancouver Yacht Club the other day. He wanted diesels—but pointed out that he just couldn't fit-in the 300 diesel horsepower he needed. On questioning him, I found that he was burning 14 gallons per hour in two gasoline engines—a total of about 140 real horsepower. Two of the new little D311H Turbo Cat Diesels will fit right in—duplicate his performance, and increase his range 50% with the same tanks.

Cat diesels have long been favorites of the commercial fisherman—who demand and get **real** horsepower, long life and the ability to burn cheap, safe **real diesel fuel** (not kerosene). Trouble is—the Caterpillar Tractor Co. believes in **honest** horsepower and you have to **double** our continuous ratings for comparison with most other engines.

Some people think NOISE is horsepower. Some diesels need 'paddle wheel' super-chargers. When running within 1/4 mile of these engines in the quiet '**Angelina**', I hear their blowers whine.

While some people think noise is horsepower, your boat doesn't. Actually, exhaust noise is **wasted** horsepower, which the Cat Turbo so quietly puts to work. Most 2-cycle engines are noisy (including outboards) unless heavily muffled because there just isn't enough time in 2 cycles to permit maximum conversion of burning fuel into horsepower. These new Cat Diesel Turbos solve the problem neatly—ample time for an efficient power cycle, and an efficient turbine to convert exhaust heat and noise into "bonus horsepower". That's why you should call Dan Palmiter or Bill Poole (RAymond 3-7191) and talk about repowering with the Cat Turbo.

*Incidentally—Angelina, weight 60,000#, 48' x 13'6" x 6', averaged about 8.5 knots enroute Los Angeles to Canada, using 70 real horsepower to turn her 42" propeller, and burning 4.2 gallons of #2 diesel per hour —plus 2 quarts of oil for the entire trip.

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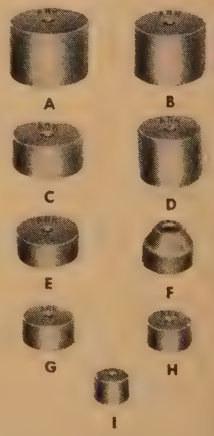

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Ark Floats weigh only half as much as conventional floats, reduce deadweight, make the largest catches easier to handle.

FOR BETTER FLOTATION
They are more buoyant...you can use fewer of them...your catches are safer in them.

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Ark Floats are immune to rot, resist crushing, splitting, last and last.

FOR MAJOR SAVINGS
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Dr. Jos. Stern Leaves College for Boeing

Dr. R. Van Cleve, acting dean of the College of Fisheries of the University of Washington recently announced the resignation of Dr. Joseph A. Stern as associate professor, technology. Dr. Stern has assumed the position of Biochemistry Unit Chief, Branch of Space Medicine, Systems Management Office, Boeing Airplane Company, Seattle. Dr. Stern will continue as a Lecturer at the College.

Dr. John Liston, formerly of the Torry Research Station, Aberdeen, Scotland, who joined the faculty in 1957, will assume full responsibility for the technological program at the College.

Dr. Albert K. Sparks, formerly chief biologist and assistant director of the Texas A and M Research Foundation, Marine Laboratory at Grand Isle, Louisiana, has joined the faculty as associate professor in invertebrate fisheries, replacing Dr. James E. Lynch who retired as professor emeritus. Dr. Sparks is a graduate of the A and M College of Texas where he received his doctorate in biological oceanography.

Pacific Canned Shrimp In Three Size Grades

Pacific canned shrimp, whose reputation was made on the tiny Ocean Pink product, now is expanding to include the larger "Side Stripe" and "Coon Stripe" varieties found in Alaska, notably in the waters of Cook Inlet and the vicinity of Kodiak Island.

First offering to the trade of these larger varieties is believed to be that made by Ivar Wendt of Seattle in January when he quoted three size grades.

"Tiny," consisting wholly of Ocean Pinks, and counting above 17 per ounce, is priced at $8 per case of 24 cans, 4½-oz. size.

"Small," at $9, and counting 10 to 17 per ounce; and "Medium" at 10, with 6 to 9 per ounce, are packed from the "Side Stripe" and "Coon Stripe" varieties. They are said to have something of a "lobster" flavor.

While the industry is still in the process of development and exploration of the Alaska shrimping grounds, it is believed that as the fishermen become more familiar with the area these larger varieties may constitute a considerable percentage of the canned shrimp pack of the Alaska industry.

N. B. Scofield, Veteran Fishery Administrator, Dies

N. B. Scofield, 89, one of the pioneers in scientific fisheries work, and one of the founders of the California Bureau of Marine Fisheries, died at his home in Palo Alto.

Mr. Scofield was a member of the Class of '95 at Stanford University and took his master's degree there in '97. He had worked in the fisheries field with both the federal and state governments all his life. At the time of his retirement in 1939 he was chief, California Bureau of Marine Fisheries.

In 1937 one of the bureau's research vessels was named in his honor. Surviving are his widow, Stella Alice MCray Scofield, Stanford '98; three sons, Norman, Stanford '21; Philip, Stanford '24, AM '25; and Eugene, Stanford '26, AM '32; MBA '34; a brother, William, Stanford, '11; seven grandchildren; and 13 great grandchildren.

Brayton Wilbur Swings Over Western World

Brayton Wilbur, head of Wilbur-Ellis Co., San Francisco, and Mrs. Wilbur, returned from a two month's trip to Europe and South Africa recently.

Hardly had Mr. Wilbur got his bags unpacked than he took off for Washington, D. C. to attend meetings of the Export-Import Bank Advisory Committee, to which he was unanimously appointed last Fall.

U. S. Rejects Panama's 12-Mile Limit Claim

The government of the United States, through its ambassador to Panama, replied in January to the Panamanian claim to jurisdiction over the territorial sea to 12 miles from its coast. The position of the United States, which may be counted as a re-statement of national policy on the subject, uses these words:

"This action of the Republic of Panama is regrettable in view of the recent action of the United Nations General Assembly in voting overwhelmingly to call an international conference to consider the breadth of the territorial sea and fishery matters."

1) "No basis exists in international law for claims to a territorial sea in excess of three nautical miles from the baseline which is normally the low water mark on the coast."

(2) "There is no obligation on the part of states adhering to the three-mile rule to recognize claims on the part of other states to a greater breadth of territorial sea."

(3) "My government hopes that the government of Panama will find it possible to reconsider its action and await the further consideration of the question of the breadth of the territorial sea by the international community. In the meantime the government of the United States reserves all of its rights in the area."

South African Producer Visit California Fisheries

Allan Stephan, Stephan Bros. Ltd., Cape Town, South Africa, was a Pacific Coast visitor last month.

While in San Francisco he was entertained by Wilbur-Ellis Co. officials. Stephan Bros. Ltd. is one of the oldest concerns in the South African fishing business, having started in the dried fish trade 150 years ago. Not until 1917, however, did they start canning fish, and have since then packed rock lobster.

BETTER BUY STEEL!

Wise Fishermen who are planning new vessels for next year know that to make money a vessel must be capable of combination fishing. With Shrimp and Crab now in the picture, refrigeration and tanks are a must. A steel boat is unquestionably superior in fulfilling these requirements. This 39' x14' with 785 cu. ft. capacity is one of our outstanding examples of the best investment your money can buy.

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SESCO, INC.
Friday Harbor, Washington

LINES and LEADERS

Handy for Fishermen—Paul C. Kauffman, center, president of the Northwest Instrument Company, in the new location of the company at its new quarters on the Lake Washington Ship Canal at the foot of 14th Avenue NW. With him are Lewis Wallon, sales manager, left, and John Shephard, store manager, right.

N. W. Instrument Co. Moves, Better to Serve Fishermen

The Northwest Instrument Company, pioneer Seattle firm serving the marine trade, has announced a move to a new location on the Lake Washington Ship Canal adjacent to the Ballard Bridge.

The company is perhaps best known for its compasses and instrument adjustment service but in recent years has become a leading factor in the marine electronics field as distributor for Apelco, Robinson and others.

The new location will make it possible for fishermen to "stop in" by water as well as by land when they are in the vicinity. The new store is located just across the street from Pacific Fishing & Trading Company at the foot of 14th NW.

Under the direction of Paul C. Kauffman, the company has continued to expand its facilities for the boat owner, serving him as a supplier of high quality binoculars, ships clocks, charts, tables, depth sounders, compasses, radiotelephones and the many other items important for safe operation of fishing craft of all kinds.

Fibreboard Advances Quartet In Management Duties

Four managerial appointments at Fibreboard Paper Products Corporation were announced by William L. Keady, president.

E. W. Carey was appointed vice president—marketing. He will assume the responsibilities of B. P. Altick, who is taking a leave of absence for reasons of health. Following Mr. Altick's return, he will continue actively as a vice president.

Mr. Carey had been vice president—administration for Fibreboard.

Two manufacturing appointments were also announced today by Mr. Keady. J. F. Havard continues as vice president and will now be in charge of engineering and resources. George Burgess, formerly project director—Manufacturing Division, has been appointed general manager of the Manufacturing Division.

Joseph B. Fagot was appointed general manager of the Administration Division, assuming staff functions formerly under the responsibility of Mr. Carey. Mr. Fagot had been director of management development for Fibreboard prior to his present appointment.

Western-Waxide Elevates Four of its Key Men

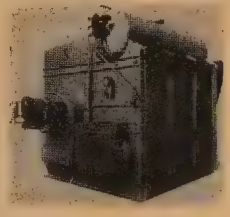
The Western-Waxide division of Crown Zellerbach Corporation has announced four changes in its sales organization.

Clayton K. Hayes, sales manager for the St. Louis plant, has been promoted to manager of distributor sales at Western-Waxide headquarters in San Leandro.

Carl W. Sippel, assistant sales manager at St. Louis, will replace Mr. Hayes as St. Louis sales manager.

Ken McCourt, sales representative in Denver, has been promoted to sales supervisor for Western-Waxide in New York City.

Gerald A. Kerns, sales representative in the Western-Waxide North Portland plant, will succeed Mr. McCourt in Denver.



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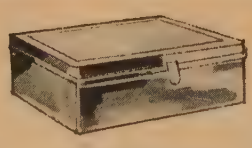

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SEATTLE OFFICE — 1844 WESTLAKE NORTH

Carron Net Co. Expands Again to Serve Fishermen

Demand for Carron's "Moby Dick" fishing netting has again forced the Carron Net Co., Two Rivers, Wisconsin to embark upon another expansion program. Construction of an additional 10,000 feet of floor space has just been completed. The floor space of the entire plant has been completely reorganized to grant a more efficient flow of production through the new plant. In addition, more and extremely modern equipment has been added to completely round out the firm's line. A new warehouse has been added which is now completely stocked to give the best customer service available. According to Mr. Carron, customer service and delivery of high-grade, quality Nylon-Cotton-Nyvis and Nyot Fish Nettings will now be at the very maximum. This has been the third expansion program of the firm within the past ten years to meet the ever expanding demand for the firm's products.

The Carron Net Co. has been manufacturing high quality fish netting for over a quarter of a century.

Transistors Bring New Bendix Sounder to Low-Price Range

As a result of an extensive development program to apply newly perfected transistors to marine electronics equipment, Bendix-Marine have announced a low-priced addition to their wide line of depth sounders. The new transistorized Bendix DI-5 depth indicater as a single unit fills the requirements of both shallow and deep water soundings. Graduated in feet and fathoms from 0 to 240' and 0 to 40 fathoms, having a recessed 5½" diameter dial, wide spacing of the depth scale permits easy reading of the soundings. Accuracy of the new Bendix DI-5 permits reading one-foot variations in water depth.

A feature that has characterized previous Bendix Depth Indicators is their "Brite-Lite" neon bulb flasher which is so intense that it can be read even in full sunlight.

Designed for 12- or 32-volt systems, the battery drain is only 30 watts. Two basic types of transducers are optionally available, an integral one-piece stuffing tube and transducer, the other is a separate transducer and through-hull fitting which permits the location of the transducer in an optimum performance area that would not be possible with the other type.

A polished stainless steel bracket permits mounting of the Bendix Depth indicator against a bulkhead, overhead or on a flat surface and adjustment of the indicator to any desired angle. The cast aluminum front panel measures 8" W. x 7" H; deep drawn aluminum is used for the 1-piece case, total length 6". The finish is attractive 2-tone gray with chrome trim. Quick disconnect plugs are provided for battery and transducer cables, for removal of the instrument from an open cockpit and storage below decks or ashore.

Price complete with transducer and cable plugs is $189.95.

Two veteran staff members of RCA Radiomarine have been promoted to positions of importance on the Pacific Coast. They are **John F. Parachini,** 36 years with the company, who has been appointed sales manager, RCA Radiomarine, for the Pacific Coast, and **Earl W. Baker,** 30 years with the company, who has been made field service manager for RCA Service Co., Pacific Coast. Both make their headquarters at 1075 Folsom st., San Francisco. Here they are examining RCA Radiomarine's Goldenguide direction finder.

R. D. Hurst Co. Moves

To increase its service facilities, the R. D. Hurst Co. of Seattle, specializing in custom manufacturing of seats, mattresses and cushions for boats and dealers, has moved from its former Westlake location to the Bekins Building at 12th and East Madison in Seattle.

Pete Wilson, sales manager and marine representative, reports that increased marine business required larger display space. Among added marine lines are the buckets, litter baskets, mooring snubbers, plastic pails, and anchor straps for gas tanks.

Albina Power Take-Offs and Davit Hoists
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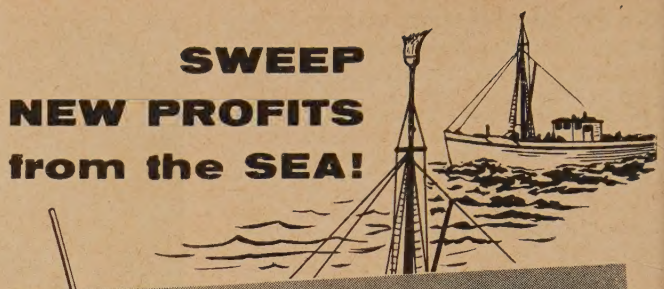

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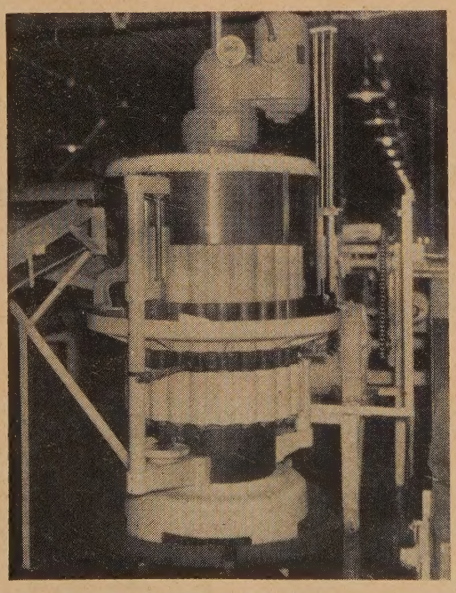

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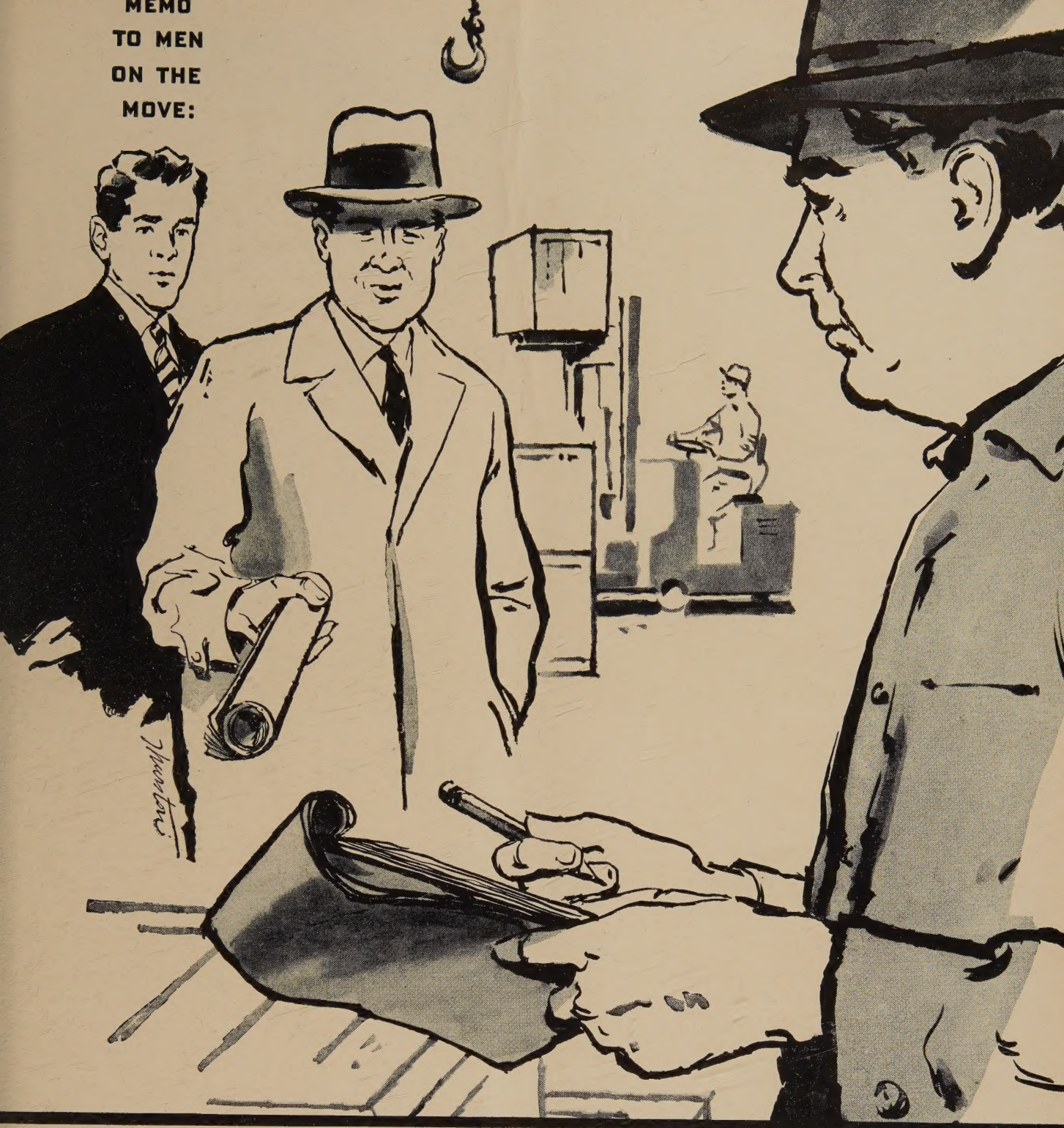

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